NOVEMBER, 1966

THE Signalman's JOURNAL

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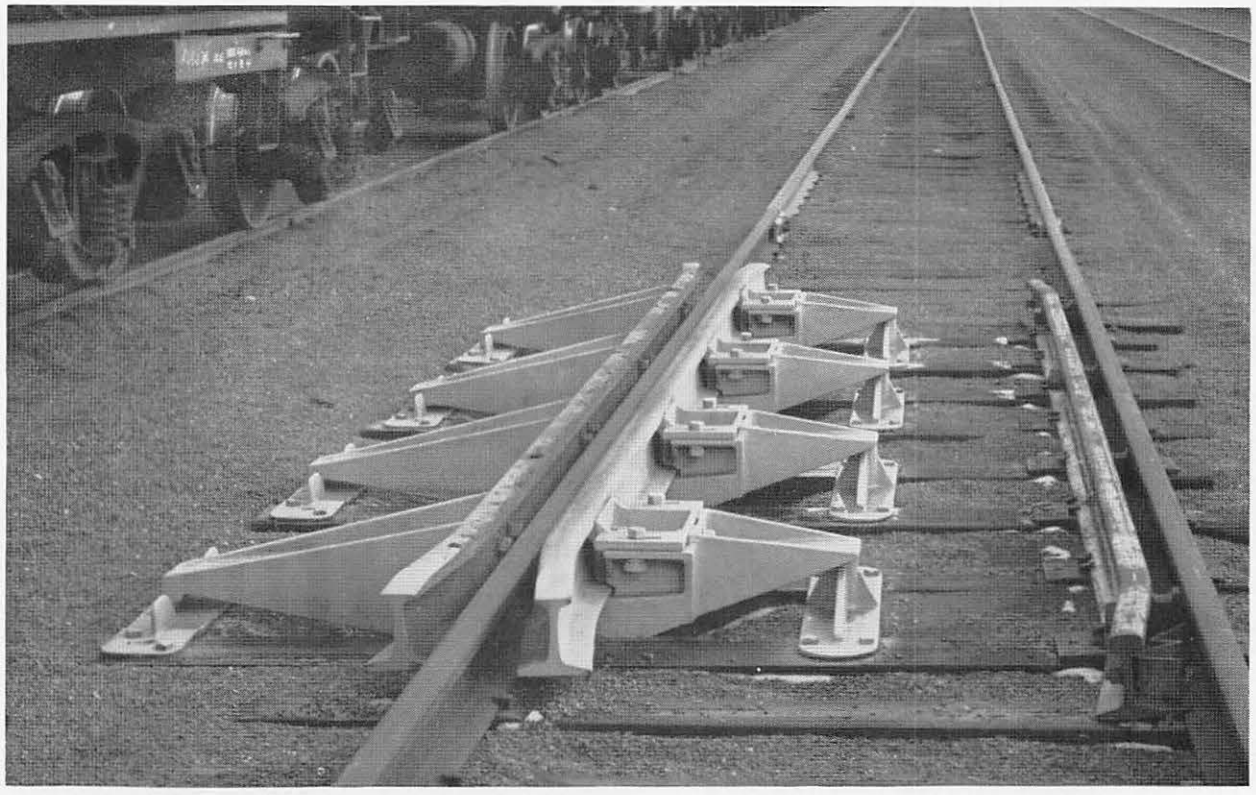
NEWS FROM CANADA



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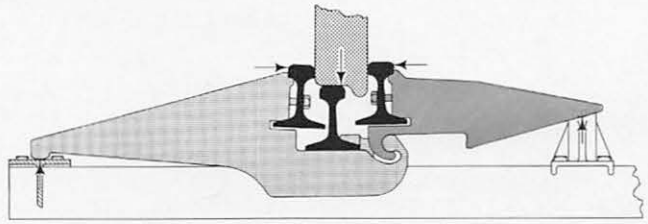

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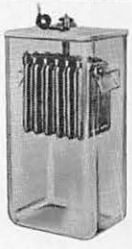
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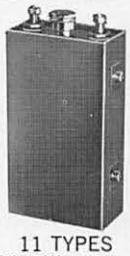
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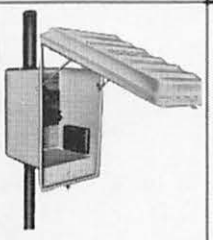
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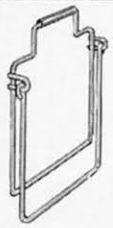
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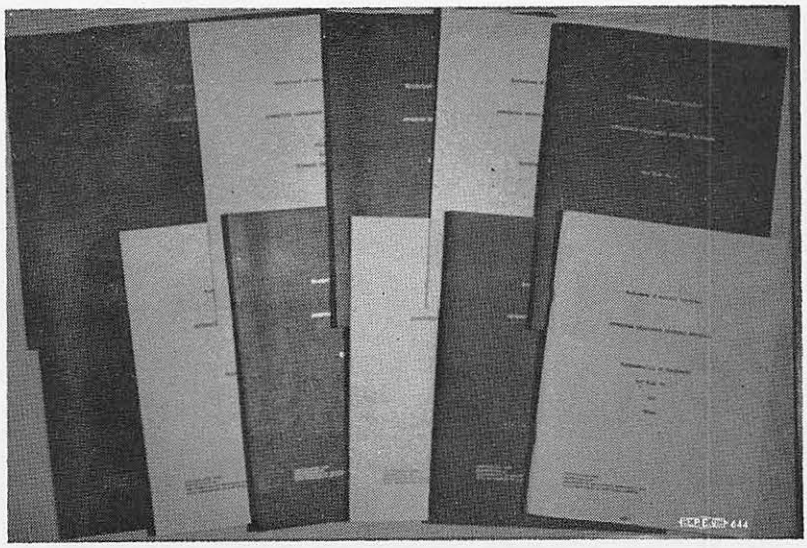

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On Our Cover

Our cover this month features a typical signal used on the Santa Fe's western main lines. The signal shown is located in a canyon just west of Kingman, Arizona. In rugged locations such as depicted by our cover photo, the safety of train operations depends almost entirely on signal indications.

POSTMASTER'S NOTE: Please report all undeliverable magazines to The Signalman's Journal, 2247 Lawrence Ave., Chicago, Ill. 60625 on Form 3579

ADDRESS CHANGE: B. of R.S. members or other subscribers should promptly advise the editorial office, 2247 Lawrence Ave., Chicago, Ill. 60625 if this magazine is coming incorrectly addressed or if they change their address. A Change of Address Form is printed in each issue for that purpose.

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Wage-Rules Move Pressed

OUR BROTHERHOOD, IN CO-operation with the other non-operating railroad unions party to the Section 6 Notices served on the Nation's carriers on May 10, is pressing for an early settlement of our wage-rules dispute.

Negotiations commenced in Washington, D. C. on September 28 and continued through September 30. These meetings were mostly concerned with the parties explaining their respective positions on the Brotherhood's proposals and the Carriers' counter-proposals.

Negotiations resumed on October 11 and developments at the outset of these meetings caused both sides to decide that the most expedient way to handle the matter would be to request the services of the National Mediation Board. Subsequently, both sides contacted the NMB and mediation proceedings commenced in Chicago on October 19, with NMB Chairman, Francis A. O'Neill, Jr. representing the National Mediation Board.

A national negotiating committee for the five participating unions—the TCU, Railway Clerks, Maintenance of Way Employes, Hotel and Restaurant Employes (for dining car employes) and our Brotherhood—will speak for the employes throughout the forthcoming proceedings. G. E. Leighty of the TCU is chairman of the unions' negotiating committee.

Representing railroad management will be J. E. Wolfe, chairman of the National Railway Labor Conference, and the chairmen of the Eastern, Western and Southeastern Railway Labor Conference Committees.

Readers will recall that our joint wage-rules movement calls for an 18 percent general pay increase effective January 1, 1967, a three and one-half percent annual "improvement factor" pay increase beginning next July 1, a cost-of-living "escalator clause," longevity pay of one cent an hour for each year of service up to 20 years, and improvements in holidays, vacations, overtime rates and travel time and expenses.

Allowances for travel time and expenses while away from home are of primary concern to our Organization. In most instances, signalmen are required to pay out-of-pocket expenses to maintain themselves while at work hundreds of miles from home. They, in effect, are required to maintain two homes inasmuch as these expenses are in addition to those incurred for the maintenance of their families. Signalmen are, in many cases, also required to spend a good part of their free time traveling to and from their work locations at their own expense. In many instances, the miles involved are upwards to 500 for a one-way trip.

It is inconceivable that today carriers expect their employes to work under these adverse conditions. However, indications are that the carriers will resist our efforts to correct this inequity. Many of our members know that they are not allowed to ride some of the few passenger trains remaining in service so they will have a few hours on weekends with their families. These are conditions that may have been tolerable in the 19th Century but cannot be condoned in the 20th Century.

If the carriers are to attract employes qualified to maintain its complex signal systems, such archaic conditions must first be corrected.

The Organizations were hopeful that the parties could settle the dispute without asking for the National Mediation Board's help but it was evident from the beginning, that this could not be accomplished.

To bolster our position in the forthcoming mediation sessions, we circulated a strike ballot on October 7 to our membership on the carriers involved. Initial returns of the ballots show that about 99 percent of our membership are supporting our Brotherhood to obtain a just and fair settlement of our dispute with the carriers.

We trust the carriers will consider the fact that the railway employes today are in no mood to accept anything less than that to which they are entitled and we assure our membership that we will hold fast for a settlement that meets the needs of our membership.

Supplemental Pension Bill Awaits LBJ's Signature

CONGRESS COMPLETED ACtion on October 14 on legislation that provides for a supplemental pension for long-service railroad employes whose annuities are first awarded on or after July 1, 1966. Benefits will be payable beginning with the first month following the month of the President signing the bill. To be eligible for the supplemental pension, an employe must be at least 65 years of age, have a current connection with the railroad industry and have at least 25 years of railroad service at the time of retirement.

There is little doubt that the President will approve the bill but his trip to Viet Nam will delay his signing it into law. Speculation on Capitol Hill is that the President wishes to personally sign the legislation and, therefore, it will not be sent to the White House until shortly before his return from the Far East.

The legislation is the result of your Brotherhood and the other Standard Railroad Labor Organizations entering into an agreement with the nation's railroads on August 24 agreeing to jointly ask Congress to pass legislation to provide supplemental pensions for long-service rail employes. The Carriers and Organizations immediately had bills introduced in both Houses of Congress to provide for the pace setting benefits.

The House Bill was passed on October 3 and the Senate cleared action on the matter on October 14. The supplemental pension agreement reached by the Carriers and Unions has been described as a milestone in labor-management efforts to provide benefits for rail workers.

The plan calls for supplemental pensions ranging from $45 a month for persons with 25 years' service to $70 a month for employes with 30 or more years' service. The new benefits will be in addition to regular Railroad Retirement Board annuities and will be funded by a

tax on the railroads of two cents per employe-hour paid.

The legislation also provides for a 7 percent increase in annuities for employes who will not receive the supplemental pension or annuitants who did not receive the 7 percent increase at the time Social Security benefits were hiked last year. Annuitants who received a portion of the 7 percent increase as a result of Social Security benefits being raised last year, will have their annuities increased to a full 7 percent.

These increased benefits will be funded by an increase in payments to the Railroad Retirement Board, by both employes and employers, of one-quarter of one percent beginning January 1, 1967. The benefits under this portion of the legislation will also be payable beginning with the first of the month following the month of the President signing the bill.

The Brotherhood feels that this legislation is indeed a milestone inasmuch as it provides for supplemental pensions for long-service employes at no cost to them or present rail workers. We are also happy that the inequity suffered by many when Social Security benefits were increased last year will be corrected.

However, your Brotherhood does not claim that these benefits are adequate in the face of the high cost of present day living. However, we wish to assure our membership that we will continue to exert every effort until annuities provide every retired rail employe and their dependents or survivors assurance they can live a comfortable life. This, we feel, is the minimum that must finally be attained.

The *Journal* will carry more details of the technical aspects of the legislation in the next issue.

Late News on Supplemental Pension

The Journal was notified at press time that President Johnson signed the Supplemental Pension Bill on October 31. This means benefits under the new law will be payable commencing November 1. The Bill providing a 7 percent increase in certain railroad retirement annuities was also signed by the President and benefits will be payable under it beginning November 1. However, actual payments will be delayed until the Railroad Retirement Board can obtain the necessary information to make payments under the new legislation.

CLC Says New Labor Legislation Is Contrary To Bargaining Practices

THE CANADIAN LABOUR Congress recently expressed criticism of a number of sections of the government's legislation to provide collective bargaining for the federal civil service. Basic objection of the 1,286,000-member labor group was that many provisions of the legislation were contrary to established and proven collective bargaining practices and were loaded in favor of the employer—the government.

The CLC's views were detailed in a submission to the joint Senate and Commons Committee on the public service. It was argued that:

- The legislation is unnecessarily complex and restrictive;
- Arbitrary barriers are being established around collective bargaining, reducing the opportunity of employes to participate in determining their own conditions of employment;
- The proposed Public Service Staff Relations Board and its chairman are given powers beyond those necessary or desirable;
- Procedures for the settlement of disputes are unduly involved and interfere with the freedom of action which normally exists;
- There is interference with the right of employes to determine their own forms of organization;
- The appeals procedures are inadequate;
- There is interference with the right of employes to make political decisions;
- There is failure to include provisions for an already existing form of union security or to anticipate other forms.

"The obvious state of unrest which exists in the public service at the present time makes it clear that the power of the government to make arbitrary decisions is resented in the public service and is a cause of disquiet and dispute," the brief said. "If unilateral decision-making is to be replaced by a system of collective bargaining under which the employes are to have a voice in determining their conditions of employment, there should be no such artificial barriers erected as have been included in the proposed legislation."

With regard to proposals for compulsory arbitration, the CLC pointed out that while such provisions might prevent what are known as "legal strikes," they could not prevent the outbreak of wildcat strikes. In addition, limitations placed on the arbitration tribunal, in effect, paved the way for the writing of the arbitration award before hearings were held. It was also unfair that the bargaining groups should be required to decide in advance whether they would retain the right to strike or agree to submit disputes to arbitration.

The exclusion of all matters dealing with job security was described as one of the most extraordinary features of the legislation. It was also pointed out that the legislation would result in a multiplicity of bargaining units, possibly 66, with a serious impact on many existing organizations including our Brotherhood.

Minimum Wage Bill Covers Additional Workers

PRESIDENT LYNDON B. JOHNson upon signing the Minimum Wage Bill at the White House recently said:

"Until today, minimum wage laws benefited some 30 million workers. Now, as a result of the leadership of this Congress, members of both parties, we raised that number by almost 30 percent—to 38 million workers."

The President said the people brought under the Minimum Wage Law include people you seldom see including certain restaurant employes, hotel and motel workers, employes in the apparel trade and laundry workers.

He continued that he was "very pleased to say it includes farm workers for the first time, several hundred thousand of them, and that is just a starter." The President said the new law will help under-income areas but will not force employers to cut down and fire employes as critics of the minimum wage laws have predicted.

ICC Commissioner Cites Needless Slaughter on Nation's Railroads

IN AN ADDRESS TO THE sixth annual meeting of the Communications and Signal Section of the Association of American Railroads, ICC Commissioner Kenneth H. Tuggle said the Commission's Rules, Standards and Instructions governing the installation, inspection, maintenance and repair of signal systems must be kept up-to-date in the face of advancing technology but warned that "Shortcuts at the expense of safety will not be allowed, in signaling as well as elsewhere on the railroads."

The Commissioner summarized some of the technological innovations that have taken place on the Nation's carriers and told those in attendance that progress and new technology mean change in methods, processes and physical framework. He added that the remarkable developments seen in our lifetime demand the updating of regulatory measures.

Continuing, the Commissioner said: "When modifications are made to the Commission Rules, Standards and Instructions they are not a product of the Commission alone or of the industry alone." He added these changes are the result of extensive cooperative endeavors by experts from government, management and labor.

The Commissioner mentioned that communications between industry and the Commission are carried on in many ways but again called attention to the joint committee method, whereby representatives of the industry, labor and the Commission sit together to handle new problems. He stressed that this approach gives the Commission "the benefit of long comprehensive cooperative studies of conferences, tests and persistence and hard work by experts from government, industry and labor."

Mr. Tuggle called attention to the contribution made to the railroad industry by progress in the Signal and Communications fields. He pointed out that in traffic-control such sophisticated equipment as computers, microwave transmission, automatic dispatching, audio frequency track circuits and the transmission of controls through rails have been introduced. He predicted that the powers of science and technology, so dramatically evident in the air and highway transport, can be utilized to greater advantage in solving the problems of rail transportation.

"The ultra high-speed passenger train envisioned for the northeast corridor between Washington, New York and Boston, will demand further technological developments in the field of signaling," the Commissioner emphasized.

He observed that the Commission, through its Bureau of Railroad Safety and Service, will "keep a sharp eye on technological developments which flow from the industry" so that the Rules, Standards and Instructions may be kept abreast. At this point, he warned that "Shortcuts at the expense of safety will not be allowed, in signaling as well as elsewhere on the railroads."

Safety Record Tragic

The Commissioner then turned to the railroads' safety record which he described as "tragic." He emphasized that the creeping and relentless increase in accidents, derailments, deaths and injuries reflected in current records is of deep concern to the Commission.

He pointed out that "In the six months ending June 30, 1966, train accidents increased 10.3 percent over the same period in 1965. Accidents resulting in casualties increased by 8 percent. The number of persons killed rose 9.4 percent. In what is perhaps the worst area of needless slaughter — the highway grade crossing — the death toll mounted by nearly 19 percent, from 704 to 836; and the number of persons injured increased from 1,844 to 1,921 (4.2 percent)."

The Commissioner added "This is a tragic and alarming record, and should be regarded as such by all railroad people. It cannot be permitted to go on," he stressed and emphasized that "Ways and means must be devised to reverse the trend, and quickly! Our new technology, with its advanced techniques and its highly sophisticated processes, must be put to work to eliminate this blight upon railroad history."

Looking for a cause for this deplorable safety record on the Nation's carriers, the Commissioner said: "I point out that there may be some significance in the steady increase in the percentage of cars and locomotives found defective during inspections in train yards and on repair tracks." He continued: "There are indications of a steady deterioration in maintenance practices, attributable possibly to force reductions, production quotas, limitations on bad order equipment held for repair, and on the time permitted for inspections, tests, etc."

The Commissioner recognized that to meet competition, trains must operate more efficiently, adding that railroads must provide earlier and more dependable schedules for delivery. This means they must move their trains faster, on closer headway with less delay at terminals, he added.

The Commissioner observed that equipment utilization must be kept at peak efficiency and to accomplish these ends, technological changes are necessary. "But resort to such changes, under the pressure of competition, does not excuse any carrier from the proper maintenance of its existing signal equipment," he stressed. He continued by saying: "Our Signal and Train Control Inspectors continue to find conditions that fail to meet the requirements of the ICC Standards and Instructions. The conditions exist because a few carriers persist in neglecting their signaling facilities."

Carriers Lower Standards

He added, "Some carriers, on occasion, lower the standards by placing their own interpretations on the rules, and then they make their own inspections and tests in accordance with these erroneous interpretations." He warned that "The Commission does not and will not condone this practice."

Your Brotherhood has long complained to the Commission's Bureau of Safety and Service that many car-

riers neglect entirely making tests and inspections required by the Commission's rules. In many instances, we have cited specific violations of the Rules, Standards and Instructions only to have the Bureau advise that its investigation failed to find that a violation actually occurred. It is our opinion that many violations which were called to the Commission's attention by your Brotherhood in an effort to promote safety on the railroads have been "white washed" by those assigned to investigate the violations.

We strongly agree with Commissioner Tuggle that rail labor should have a voice in changes updating the Rules, Standards and Instructions. We also agree that these regulations must be kept up-to-date as required by advancing technological change in the signaling industry.

It is your Brotherhood's opinion that updating the Rules, Standards and Instructions will not within itself reduce the rise in accidents on the railroads. This will be accomplished only by strict enforcement of the Commission's rules. In our opinion, if the Commission's present rules were being strictly enforced, the rise in deaths, accidents and injuries, which Commissioner Tuggle said deeply concerns the Commission, would not have occurred.

Your Brotherhood will continue its efforts to cooperate with the proper government agencies in an effort to stop this needless slaughter. In fact, we expect to step up our action in this field.

House Committee Report Critical of ICC's Failure to Enforce Rail Safety Measures

THE HOUSE COMMITTEE on Government Operations recently adopted a report that is critical of the Interstate Commerce Commission's handling of safety enforcement on the Nation's railroads. The report, based on a study by the Government Activities Subcommittee, found that the Commission has placed greater emphasis on collecting inspection statistics than on enforcement of the railroad safety statutes.

In the introduction to the report, the Committee said that "Month after month, with tragic monotony, between 15 and 20 workers are killed on the Nation's railroads." The report also pointed out that fifteen hundred on an average are injured and that rail-highway crossing accidents take more than 1,000 lives annually.

The Committee stressed that these statistics continue relentlessly resulting not only in tragic loss of life, but also a huge financial burden on the national economy. The report noted that as late as 1962, accidents caused a staggering loss to the railroads of $150 million in personal injury and property damage.

The Committee advised that a report summarizing and analyzing railroad accidents of the past calendar year is compiled and published annually by the ICC. It said this report "constitutes a sad commentary on our progress in the area of railroad safety." It added that testimony by railroad safety officials of the ICC further indicated that little progress has been made in the past several years toward decreasing the number of accidents, injuries and deaths connected with railroad activities.

As an example, the report stated that in 1963, there were 30,822 railroad accidents resulting in casualties. These accidents resulted in 2,141 persons being killed and 27,456 persons being injured. The report also noted that an average of almost 6 persons are killed daily in railroad accidents. It added: "During the 6 year period from 1957 to 1963, the rate of accidents per million train-miles showed an increase from 3.54 to 5.10. The conclusion is that each mile a train moves today, the probability of an accident, and particularly a fatal accident, is greater than it was 10 years ago."

Chaotic Safety Record

Noting that the ICC is responsible for administering the railroad safety statutes passed by Congress, the report said increases in appropriations and personnel to the ICC have not resulted in any improvement in railroad safety. It continued by saying that about 10 percent of the total appropriations to the ICC is devoted to fulfilling the obligations of the statutes' provisions. It added, "The organization of the ICC over the past few years with regard to railroad safety can best be described as chaotic."

The report then noted that the total number of inspectors and supervisory personnel within the Bureau of Safety and Service increased from 281 in 1954 to 345 in 1964 but that the percentage of inspectors has been decreasing. The report then pointed out this has resulted in a decrease in the number of inspections made. As an example, it pointed out that in 1954, signal and train control inspections by the Bureau totaled 4,311 and that in 1963 the number of inspections of these facilities dropped to 4,245. During this same period, the Bureau of Safety and Service had an appropriation increase of 82 percent.

The report stated that the ICC had no control over the 36.1 percent increase in salary costs but asked what happened to the remainder of the 82 percent increase in overall cost. It observed: "It does not appear to have contributed to either more investigations or fewer accidents."

The report said that "While the initial duty to comply with the requirements of the safety statutes lies with the railroads, the duties of enforcing these statutes is a primary responsibility of the ICC. In recent years, the ICC has deemphasized its enforcement responsibilities directing its efforts toward achieving a greater number of inspections." It added, "The ICC inspector has almost become an additional employe of the railroads." Your Brotherhood has long pointed out that many inspectors may as well be carrier employes inasmuch as time spent on golf courses and at entertainment spots does not enhance railroad safety.

The report then noted that "ICC policies over the past 10 years have increasingly obscured the principal objective of the safety program. The

tendency has been to make railroad inspectors desk-bound clerical employes whose principle function is the preparation and submission of reports." It said the ICC should reduce the inflated supervisory force and use the savings realized for the employment of additional safety inspectors. It added these inspectors should work directly under a technically qualified chief inspector in Washington having full responsibility and comprehensive authority over all aspects of the program.

The report added that the inspectors should be ordered to stay in the field and away from ICC offices located in the center of large cities as much as possible and that the projected itineraries of the safety agents should not be a matter of public information nor subject to the knowledge of any broad group of employes within the Commission. Your Brotherhood has long criticized the fact that most carriers know in advance when and where inspectors will make tests on signal facilities. This results in the carriers rushing forces in to make the facilities at the points to be inspected meet ICC standards. As long as this condition exists, the ICC's program will be ineffective.

Should Emphasize Safety

The Committee's report then added that throughout the ICC, there should be a greater sense of urgency over safety and the need for preventing accidents of all kinds. It stressed that "The ICC should put more emphasis on the enforcement of the railroad safety statutes than in the past." It added that "The Congress is more interested in receiving reports from the ICC reflecting fewer accidents and safer rail transportation than reports showing nothing more than an increased number of inspections.

"The accident-reporting service procedures of the Bureau of Safety and Service are in need of overhaul," the report emphasized, adding: "The ICC operates a comprehensive reporting program on various aspects of railroad accidents. Accident reports are essential. However, these reports should be so designed to provide the maximum amount of useful information to be used affirmatively in the ICC's safety-enforcement program and in the accident-prevention programs of the railroads."

The report then criticized the Commission for not having encouraged the adoption of employe safety programs by the railroads. It noted that the ICC has no authority to require a railroad to adopt an employe safety program and added there is no evidence of any special safety program in which the various railroads participate. It noted that testimony showed the carriers rely on so-called surprise checks to determine whether the men operate in accordance with ICC and railroad requirements.

Of course, had the Committee checked further, it would have found that many rules unilaterally imposed by the carriers are imposed not for safety but to guard them against legal action following an accident. An example is the rule in effect on many carriers covering the operation of track motorcars. We challenge anyone to operate a track motorcar on many carriers and not be in violation of at least one company rule. In many cases, if you set a motorcar on the track, you have violated a rule as you are to expect trains from any direction at any time and place under many carrier imposed so-called safety rules. These same carriers' rules require that motorcars be removed from tracks within a specified time prior to the expected arrival of a train.

The Committee observed that the railroads should gladly cooperate with the ICC in setting up safety programs. Your Brotherhood doubts if the railroads will cooperate in such a venture as they have consistently opposed every piece of safety legislation proposed by the Brotherhoods. However, the Committee did feel that the cost of safety programs to the railroads would be more than offset by the reduction in personal injuries and property damage claims.

Penalties Not Invoked

The Committee was most critical because penalties for violations of the safety statutes have not been used effectively. It said: "An indispensable segment of any enforcement program is the availability of sanctions that can be imposed when a violation occurs." It noted that the statutory penalty for the violation for most of the railroad safety statutes is $250 per count and that considering the small number of prosecutions presently initiated by the ICC it is often cheaper for the carriers to run the risk of paying the fine than spending the time and money to locate and repair defects.

It said it is impossible at this time to determine whether this flat-rate fine provides an adequate sanction. It indicated that the present schedule of fines should not be changed until an evaluation can be made of the ICC's performance following the Committee's report. The Committee stressed that "The prosecution of violations should be used effectively by the ICC as a tool in achieving the results desired."

Crossing Hazards

The report went on to say that rail-highway grade crossings pose a potential hazard to all travelers. It noted accidents at rail-highway grade crossings in the U. S. total about 22,000 annually. It observed that a number of hazardous crossings have been eliminated in recent years as a result of Federal-aid highway construction programs but that the accident risk factor has multiplied due to the increased number of privately operated vehicles and the building of thousands of miles of new highways.

It noted that in 1961, the ICC proceeded to study grade crossing accidents so it could formulate recommendations which if implemented could reduce casualties. In 1964, the Commission announced a number of findings and recommendations. The principal recommendation was that a special organization be formed by Executive Order or Congressional resolution to establish uniform standards which would form a basis for a valuation of conditions as to which rail crossings would require some type of positive protection.

The report disagreed that a new organization was needed to deal with this problem but said the Commission in cooperation with the other interested groups should approach this problem. It recommended that the Commission develop a criteria of a scientific nature which will provide a more detailed description of all factors which are in some way related to the safety of grade crossings. These data could be compared to determine which characteristics, aside from traffic exposure, contribute significantly to grade-crossing accidents.

The report noted that most grade-crossing accidents are as a result of the highway vehicle striking the train and that most accidents occur at night. It observed rail cars could be made more visible at night by the use of reflective material and that the cost of equipping the one and a half million pieces of rolling stock in the U.S. would amount to only $2.5 million and, that in the Committee's

opinion, would be money well spent. We can agree with the Committee's report in view of the fact that deaths at rail-grade crossings continue at a rate of over 1,000 a year and an additional 3,000 persons are injured in such accidents.

Recommendations Made

The Committee made specific recommendations that it felt should be followed. The recommendations stated the ICC should completely reorient the railroad safety program to emphasize enforcement. To accomplish this result, the Committee's recommendations contained the following:

1. The "cross-breeding" of safety and car-service inspectors should be abandoned.

2. Funds presently allocated to support a top-heavy supervisory force should be reallocated to the employment of additional technically qualified inspectors for work in the field enforcing safety inspection laws.

3. The safety inspection program should be headed by a technically qualified, experienced safety inspector supported by a minimal staff of highly qualified specialists.

4. Safety inspectors should be free from conformity with office-type procedures and be free to exercise their responsibilities in any way they deem necessary.

5. The ICC accident-reporting procedures should be overhauled so that the categories and classifications have direct affirmative value to safety inspection and to railroad accident prevention programs.

6. The ICC should actively promote the adoption of effective employe safety programs on all railroads.

7. The penalties provided for violations of safety statutes should be used more effectively.

The Committee report made the following recommendations regarding grade-crossing accidents:

1. The ICC should, through a technical evaluation, develop for future statistical study the various characteristics common to the 220,000 grade crossings in the U.S.

2. Future grade-crossing accidents should be evaluated on the basis of the characteristics determined by the technical evaluation referred to above so that more effective statistical data can be attained as to those grade-crossing characteristics and combinations thereof which constitute the greatest potential danger.

3. Reflective markings should be placed on the sides of freight cars as well as other rolling stock.

4. The ICC should seek a workable solution to the impasse with regard to enforcement of safety standards at rail-highway grade crossings.

It will be interesting to see if the ICC does follow the recommendations of the Committee's report and if it fails to do so, your Brotherhood will support measures to implement the Committee's findings.

Your Brotherhood agrees that the ICC's procedures are in need of major overhaul but cannot agree that this should be delayed until an evaluation can be made of its performance following the Committee's report.

The ICC's Bureau of Safety and Service has a record that justifies criticism. The Brotherhood is aware that one carrier in the Chicago area has replaced mechanical with electric interlockings without meggering wires and cables and to this date, the wires and cables at these interlockings have never been meggered. This to say the least, is an unsafe practice that could lead to loss of life at worst and property damage at least.

It has also come to our attention that one southeastern carrier has relays in service in signal circuits that have not been tested for more than 18 years. We request that you call all known violations of the Rules, Standards and Instructions to the Organization's attention so we can handle them with the proper agency. We will make every effort to keep the House Committee on Government Operations aware of these conditions.

Arthur H. Smith of Kerite to Retire

ARTHUR H. SMITH, PRESIdent of The Kerite Company, has

Smith

announced his plan to retire from the company November 30.

Mr. T. O. Rudd, Chairman of Kerite, said that the Board of Directors has "acceded to Mr. Smith's request to be relieved of the exacting duties of his office and accepted his resignation effective December 1, 1966 with warm expressions of appreciation for the inspiring enthusiasm and dedicated devotion to the interests of the Company, which have characterized his more than 30 years of active participation in our affairs."

Kerite is a major supplier of insulated wires and cables to the transportation, communication, electric utilities and railroad industries. The 100-year-old firm's main plant is in Seymour, Conn.

Mr. Smith joined Kerite in 1934 as a Sales Representative. Since then he has served successively as Railroad Sales Manager, Vice President, Executive Vice President, a Director, member of the Executive Committee, and President.

Educated in New York schools, Mr. Smith graduated from Packard Commercial College in 1912. His business career has been interrupted several times by military duty. In World War I, he served as a commissioned officer in the Army Infantry, and later as a pilot in the fledgling U. S. Army Air Force. In World War II, Mr. Smith saw action as a commissioned officer in the Coast Guard Reserve. During the Korean War, he served on the Rubber Subcommittee of the Senate's Small Business Committee, often dubbed the "Watchdog Committee."

Mr. Smith is currently Chairman of the Railway Progress Institute of Chicago as well as Chairman of its Executive Committee and its Governing Board. He is also a member of the Executive Committee of the New York Railroad Club; a member of the Traffic Clubs of New York, Boston, and Pittsburgh—and several social and fraternal clubs.

Chairman Cites Need For Trained Signalmen

IN HIS ADDRESS TO THE ANnual meeting of the Communication and Signal Section of the Association of American Railroads, Chairman J. R. DePriest, who is Superintendent of Communications and Signals for the Seaboard Railroad, said we must provide super railroads to handle the large volume of passenger and freight traffic at the high speeds demanded.

He outlined some of the technological innovations in the signal industry and said the communication and signal industry will be called on to develop new concepts and systems. He added that as our technology changes our personnel must change to meet the demands of the service. He noted that "Some of the knowledge that some of our employes have gained will not be needed in future installations. For example," he continued, "when mechanical interlocking was widely used, a large number of men with blacksmith skills was needed.

"As this type of interlocking is phased out, fewer men with these skills will be required, but men with electrical and electronic skills will be needed." He added, "Years ago when trunking was extensively used many men with skill in carpentry were needed. Today, very few men with this skill are required since underground and aerial cables have replaced wires in trunking."

To keep up with the technological advances being made in this era, he said, "We must recruit and train technicians, particularly with electrical and electronic skills; we must offer training to our present employes," he emphasized, "to enable them to work with this hardware and to perform their duties in an efficient manner. Our Section should intensify its educational work in order to improve the knowledge of our existing employes."

We agree with Mr. DePriest that technological changes are being made and will in the future be made in signaling. We also agree that the carriers must offer to their present employes an educational program to cope with the new equipment that has and will become a part of the signal systems throughout the country. We think the Communication and Signal Section should initiate educational programs in order to improve the knowledge of the carriers' existing employes. However, we do not agree that the Section has an effective educational program to "intensify" that really reaches the employe level.

First, the Section must initiate such a program before it can be intensified. You cannot intensify something that does not exist.

Different View Reflected

The Brotherhood is pleased to note that Mr. DePriest recognizes that technological change has taken place in signaling and has apparently departed from some of his views sworn to before Presidential Emergency Board No. 159 which investigated the dispute between our Organization and the Nation's carriers in 1964.

At that time Mr. DePriest in sworn testimony said that "Installing centralized traffic control is a mechanical job which involves no involved technical knowledge and can be performed by our younger, inexperienced workers after a brief training period."

In response to a request by a member of the Board to define what he specifically meant by brief with respect to installation of CTC, Mr. DePriest said, "I would say six months they are acquainted enough to where they can make them [CTC Installations]." To further clarify his position he added, "The point I was making with the whole thing was that we have the same system that we have always maintained for signal maintainers."

The Brotherhood wishes to point out that within a relatively short time after Mr. DePriest rendered his sworn testimony to the Emergency Board, the Seaboard Railroad, Mr. DePriest's employer, approached our representatives with a proposal that it be allowed to contract with an outside company for the installation of a large CTC project, contending that it did not have enough skilled signalmen to perform the work.

In addition, inasmuch as Mr. DePriest was speaking for the entire railroad industry that was party to the proceedings before the Emergency Board, we have cited his testimony to other carriers when they wished to contract out work on the contention that they did not have a sufficient number of trained signalmen to perform some large signal project. We hasten to add that many of the replies and comments by carrier signal officials are unprintable.

Further in his testimony in which he discussed what the communication code portion of CTC accomplishes, Mr. DePriest said there is no question that signalmen install, maintain and test this equipment and added "there is nothing difficult, arduous or particularly skillful about it. Again, my younger, more inexperienced employes are often assigned to work of this kind and there is no reason why anyone with average intelligence cannot install, maintain or repair such equipment after a training period of only several months."

Classification Yards

Mr. DePriest then described the operation of an electronic freight classification yard for the Board and the average person not familiar with such installations would have thought from his testimony that these yards are so simple any youngster could install and operate them as he would any simple toy.

In comparing the mechanical interlocking with the newer electric automatic systems, he described the former as a complicated system of pipes connected to levers which mechanically operated derails, switches and signals. He said the latter substitutes relays, electric switch machines and color signals. He added, "Instead of hundreds or thousands of feet of interconnected piping and linkage, with its inherent mechanical problems from a maintenance standpoint, we now use wires or cables."

In summary for the benefit of the Board, Mr. DePriest said, "The railroad signal department employe has not been confronted with a technological revolution in his job duties." He said the skills of a signalman could not be compared to those of a utility lineman or cable splicer but under cross-examination admitted that signalmen perform line work and splice cable.

A comparison of Mr. DePriest's testimony before the Emergency Board with what he told those in attendance at the Communication

and Signal Section will show that he now recognizes technological changes are occurring in the signaling industry and that present employes must be afforded educational opportunities to install and maintain these advanced systems.

The Brotherhood trusts this constitutes new thinking on the part of signal department officials throughout the country. While most carriers will agree that a good training program is essential, the discussion of initiating such programs usually cease when the railroads realize it will cost a relatively small amount of money.

The Brotherhood recognizes that technological changes will take place in the future, and we recognize that changes have already taken place that require our members to have more skills than when mechanical interlockings were widely used and we agree that some solution for training employes to install and maintain the new facilities will have to be devised.

We feel that any solution to the future training of men in our craft will of necessity have to be a joint venture of management and labor. We stand ready to accept the challenge to initiate adequate training programs if the carriers will meet their responsibility in this respect. We believe such cooperative action will benefit the carriers, its employes and the Organization.

N&W-C&O Merger Bid Delayed

THE INTERSTATE COMmerce Commission is holding in abeyance the further processing of the merger application of the Norfolk and Western and the Chesapeake and Ohio railroads. In reaching this decision at its regularly scheduled conference recently, the Commission found that oral hearings in the case could be rendered premature by the decision in another proceeding, which is considering the proposed inclusion of three smaller railroads in the Norfolk and Western System. The three railroads are Erie-Lackawanna Railroad Company, Delaware and Hudson Railroad Corporation, and Boston and Maine Corporation.

At a pre-hearing conference the N&W and C&O requested the Commission to set their merger proceeding for oral hearing without further delay.

In denying requests of the N&W and C&O for immediate oral hearings, the order stated that such oral hearings would preclude the E-L, D&H, and B&M and other parties of record from adequately presenting their positions regarding prospective effects of the proposed N&W-C&O merger.

To begin oral hearings in the N&W-C&O merger case would tend to interpose new and complex factual, legal and procedural issues into the existing situation of railroad unification in the eastern district, the order stated. The hearings would unduly delay disposition of the case involving inclusion of the three smaller lines in the N&W System and also the pending merger of the Pennsylvania and New York Central railroads.

The order declared that the E-L, D&H, and B&M are entitled to a prompt decision on their petitions for inclusion in the N&W, and the decision could materially affect the terms upon which the proposed N&W-C&O merger is based. To expedite the hearings and facilitate prompt determination of the petitions for inclusion, the Commission prescribed and followed special procedures. The taking of evidence has been completed and opening briefs from the parties have been received. Following the issuance of an initial report by the hearing officer, the Commission will continue to expedite the matter and a decision by the entire Commission can be expected within the reasonably near future.

The order also observed that the Pennsylvania-New York Central merger case was reopened for a limited further hearing regarding a proposal for a capital loss indemnification for the E-L, D&H, and B&M. Hearings opened October 31 under a special procedure to expedite their disposition. As to the proposed N&W-C&O merger, the order noted that the application presents a wide range of far-reaching, difficult matters of fact and law which will require extensive hearings.

The Commission's order said that the N&W and C&O have consummated other major railroad unifications within the past four years, without providing any indication that they contemplated or required any further unifications in the foreseeable future. Neither Norfolk and Western nor Chesapeake and Ohio found it necessary, during the Commission's development of the record in Finance Docket No. 21989 to take a position adverse to the proposed merger of the Pennsylvania Railroad Company and the New York Central Railroad Company, nor to advise the Commission of any conditions necessary to protect their interests if that merger should be approved, the ICC concluded.

New Jersey Prohibits Lie Detector Test As Condition Of Employment

THE STATE OF NEW JERSEY recently enacted a law which reflects a trend toward restricting the use of lie detectors by employers. The Act reads:

"Any person who as an employer shall influence, request or require an employee to take or submit to a lie detector test as a condition of employment or continued employment, is a disorderly person.

"This act shall take effect immediately."

The legislation is brief and to the point. It will serve to prohibit unscrupulous employers from requiring job applicants from taking lie detector tests and their present employes from being influenced to take such tests.

The *Journal* expects to feature an article in the near future which will point out the abuses suffered by some of our members who were coerced into taking lie detector tests. It is clear from the bill passed by the legislative bodies of the State of New Jersey that they consider management personnel who resort to such tactics as disorderly persons.

The Fourth Edition of Black's Law Dictionary defines "Disorderly Persons" as:

"Such as are dangerous or hurtful to the public peace and welfare by reason of their misconduct or vicious habits, and are therefore amenable to police regulations. One who violates peace and good order of society."

We trust that employers who have resorted to the tactics of requiring or coercing job applicants and employes to submit to lie detector tests will be regarded by their employes, fellow citizens and associates as disorderly persons who possess vicious habits.

YOUR WASHINGTON Reporter

By Michael Marsh

DESPITE SOME SHORTCOMings, the 89th Congress has been the best Congress for the ordinary American in the past 30 years. That's a view echoed by many labor people in Washington.

The 89th Congress is the one that began in January 1965, formed largely of members elected in the great liberal Democratic sweep of November 1964.

After two lengthy sessions, in 1965 and 1966, most members of Congress again face the voters this Nov. 8. Their record is—or should be—the key election issue facing the country.

Of course, to guide your own voting, you need to know what your own congressman did in the 89th Congress, not merely the achievements of Congress as a whole. There's no better tipoff to the record of your own congressman—or of your U.S. senator, if he's up for reelection this year — than the endorsements made by railway labor organizations.

Apart from the individual members, however, here is a rough balance sheet of achievements and failures of the 89th Congress as a whole, from the standpoint of America's working people generally and railroaders in particular:

• Most notable achievement by Congress was the enactment last year, after a decade-long battle, of medicare health insurance for Social Security and Railroad Retirement retirees. This was accompanied by 7 percent boosts in Social Security benefits and some Railroad Retirement benefits.

• Rivalling medicare in long-range importance were the broad programs enacted for federal aid to overcrowded elementary schools and high schools, and for college scholarships to bright but poor young people and other aid to colleges and universities. These programs, taken together, are the biggest investment Uncle Sam has ever made in the nation's youth.

• Congress rates plaudits also from what AFL-CIO President George Meany calls "the most potent anti-poverty weapon yet fashioned" — the broad new minimum wage law. This will raise the federal minimum wage (now $1.25 an hour) to $1.40 next Feb. 1 and to $1.60 a year later. Of key importance also, the new law broadens coverage of the federal minimum wage to 8,000,000 more workers, though their minimum will start at only $1 an hour.

• A pace-setting new federal health program was made law last year, including regional medical centers and community mental health centers.

• Funds for the "war on poverty" were doubled last year; this year, some further increase was authorized but actual spending may not increase. A broad new housing program was voted in 1965 and a Cabinet-level Department of Housing and Urban Development was created. A broader program of aid to depressed areas was passed last year.

• In consumer protection, the most notable step was the new automobile safety law enacted this year. Congress, however, flubbed the chance to pass a really strong truth-in-packaging bill, and did nothing whatever to enact the long-stalled truth-in-lending bill.

Of special importance to railroaders were the following achievements by Congress, all of them during 1966:

—The new program of carrier-paid supplemental pensions for retiring long-service railroaders, coupled with a 7 percent benefit hike for railroad retirees who failed to get such an increase last year, appeared headed for prompt enactment as this was written.

—Congress earlier this year enacted Railway Labor Act amendments aimed at ending some long-standing injustices in the handling of grievances in the railroad industry. The new amendments provide for special adjustment boards to speed decisions on grievance claims whenever either side so requests, and also provide that adjustment board decisions giving money awards to employes shall be final and binding.

—Congress enacted banking law amendments that will force, within five years, a split-up of the billion dollar duPont Estate empire in Florida which controls the long-struck Florida East Coast Railway.

—A new Department of Transportation, urged by President Johnson and supported by railway labor, appeared on the verge of enactment as this was written. In some ways the new Department will be weaker than LBJ had asked. But railroaders should benefit by transfer of railroad safety matters out of the Interstate Commerce Commission and into the new Department.

—Of major importance was the enactment last year of a new experimental program for high-speed rail passenger service in the "Northeast Corridor." Congress also authorized last year a new mass transit system for the Nation's Capital. Both laws include labor protective conditions.

Record Includes Failures

On the other hand, the 89th Congress failed to take any action against disruptive railroad mergers or against the 1958 law that gives railroads a virtual free hand to abandon passenger trains.

Unionists were also disheartened by the failure of this Congress to repeal Section 14(b) of the Taft-Hartley Act, which permits states to enact so-called "right to work" laws banning the union shop. The House last year passed a bill repealing 14(b), but two Senate filibusters —led both times by Senate GOP Leader Everett Dirksen (R., Ill.)— stopped the Senate from voting on the bill.

A further black mark on Congress was the failure to enact a labor-backed bill to set minimum federal standards for unemployment benefits (other than railroad unemployment benefits, which are already on a federal basis). The unemployment benefits bill passed the House in a badly gutted version, then

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Live a Little Longer

Noise Deafness Begins

By Dr. William A. Sawyer, IAMAW Medical Consultant

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REPEATED FATIGUE OF our hearing apparatus by noise can lead to loss of hearing. Moreover, we all know that noise in the home, at the office, or in the factory, can be very tiring. Where noise in our surroundings is kept to a minimum, we work and sleep better, and are safe from damage to our hearing.

Since the world is getting much noisier real attention is being given to the subject by experts. Although there is still much unknown about noise, one thing is certain. Noise can and does cause deafness.

Unfortunately, deafness caused by noise on the job begins long before the victim realizes it. That is one of the chief problems in dealing with occupational deafness. The reason for it is that this kind of deafness—which is nerve deafness—first effects only the high frequency sounds, that is, the tones higher in pitch than the range in human speech. Of course, it doesn't occur to anyone that he may be getting deaf until he has trouble hearing human speech—and by that time considerable damage may already have been suffered.

Ringing in Ears

When unprotected ears are first exposed to noise, deafness is temporary and is limited to high pitched noises. The worker may experience ringing in the ears at this stage. With continued exposure, the hearing loss extends to the lower pitches, and the worker becomes aware of partial deafness for the ordinary speech of conversation. The loss resulting from a days exposure to noise usually disappears by the following morning, but complete recovery may in some cases take longer. A lot depends upon the individual.

If there is a re-exposure before there has been complete recovery, the effects of temporary deafness accumulate. In this way what is at first a temporary problem may become a permanent problem. Recovery is not necessarily complete when a person can hear speech easily again. Complete recovery means recovery of the high frequency tones also, which can be proved only by hearing tests. A 48 hour recovery period in a quiet area is the safest assurance of complete restoration. But for workers in some industries, even a weekend may be insufficient for recovery.

Hearing loss tends to reach a maximum after 10 years exposure and then to remain constant, but it is unsafe to conclude that anyone who has worked in a noisy environment for 10 years can expect no further loss. The precise relation between temporary and permanent loss is not clear. However, noise that does not cause temporary loss, rarely if ever, causes permanent damage.

Susceptible persons develop impairment rather quickly and are often aware that noise disturbs them unduly. They may experience head noises, nausea, or dizziness after a days work in what seems to be excessive noise. Susceptibility probably represents an inborn sensitivity. It may be transient or persist throughout life. Should noise standards be set for these people or for the majority who can take it?

Under any circumstances, it's important to work for better noise control programs and learn how to protect ourselves from loud noise and loss of hearing.

Cost-of-Living Continues to Spiral

THE CONSUMER PRICE INdex rose by 0.4 percent in August, the latest month for which statistics are available. This brought the August index up to 113.8 (1957-59 equals 100) which means that today, you pay, on an average, $11.38 for an item that cost $10.00 between 1957 and 1959.

Food prices went up 1.3 percent in August. Egg prices advanced 18 percent and dairy products, three and one-half percent. Bread prices also advanced in response to earlier increases in wholesale prices of flour.

The rise in the Consumer Price Index has been constant over the past year and has been caused mostly, according to the U.S. Department of Labor's Bureau of Labor Statistics, by increases averaging 4.3 percent for consumer services and by 5.2 percent higher food prices. Aside from food and services, the largest increases in the past year have been for shoes, cigarettes and furniture.

Mortgage interest rates jumped more than 8 percent from August 1965 to August 1966. Hospital rates are up 9 percent and increases of four to six percent have occurred for taxes, insurance, recreational services and upkeep on owned homes.

What this means to the worker is that he has in effect suffered a real wage loss for the 12 month period ending with August unless he has gained a substantial increase in take home pay.

Your Washington Reporter

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passed the Senate in a strong version—and congressional leaders, as adjournment neared, apparently abandoned any hope of enacting the stronger version.

Another aspect of Congress's record has to do with federal spending and taxes. During the 1966 fiscal year ending last June 30, federal spending as charted by the regular administrative budget rose over $10 billion from the year before. But the nation's prosperity, despite the massive tax cut of 1964, resulted in an even larger rise in federal tax collections. As a result, the budget deficit dropped from $3.4 billion in fiscal 1965 to $2.3 billion in fiscal 1966.

Budget estimates for the current 1967 fiscal year are at present completely up in the air, because of uncertainty over how much more spending will be needed for the Vietnam war. In regard to that war, the 89th Congress—despite some vocal complaints from both the "hawks" and the "doves"—has generally left the decisions up to President Johnson and has voted whatever military money the President and the Secretary of Defense have requested.

This, then, is a capsule summary of the 89th Congress's record. Despite some notable failures, most Washington observers consider it has been a remarkably productive Congress.

Railroaders Fail to Take Full Advantage Of Sickness Benefit Rights

DESPITE AN INTENSIVE campaign by the Railroad Retirement Board to inform employes of the importance of prompt filing for sickness benefits, many railroaders are still sending in their applications late. Prompt filing is important because you can lose some benefits unless your application and a doctor's statement are received by the Board by the 10th day after you become ill.

A survey of some 2,300 sickness applications received by the Board during the last week of July 1966 showed that only 30 percent came within the 10-day time limit. In fact, over one-fourth of the applications were received more than 30 days after the employes became sick. The board has also pointed out that it can pay benefits faster if your application is accompanied by the right-hand portion of your most recent Certificate of Service Months and Compensation (Form BA-6). Action on more than half the applications in the survey could have been speeded if the employes had taken this action.

The board urges employes to plan ahead so that they will not lose any benefits if they become ill or are injured. You should take the following steps *now:*

- Get a sickness application blank from your railroad employer or railway labor organization or from a Railroad Retirement Board office. The form for your doctor's statement of sickness will be attached to the application blank.
- Print your name and social security account number on both forms.

Put the right-hand portion of your most recent Certificate of Service Months and Compensation (BA-6) in the envelope that comes with the application.

- Keep the envelope where your wife or other members of your family can find it.

Then if you become ill, you should take the following steps:

- Fill out the sickness application and have the doctor's statement completed immediately.
- Send both forms and the right-hand portion of your BA-6 certificate to the Railroad Retirement Board. Mail them in time to reach the Board within the 10-day limit. (If you are late in sending in the forms, include an explanation for the delay; otherwise, you may lose benefits.)

Nursing Home Care Under Medicare Available January

RAILROADERS AND MEMbers of their families aged 65 and over will be eligible for posthospital extended care benefits beginning January 1, 1967. The extended care part of the medicare program helps pay the costs of certain skilled nursing care for elderly persons who have been discharged from a hospital but are not yet well enough to go home.

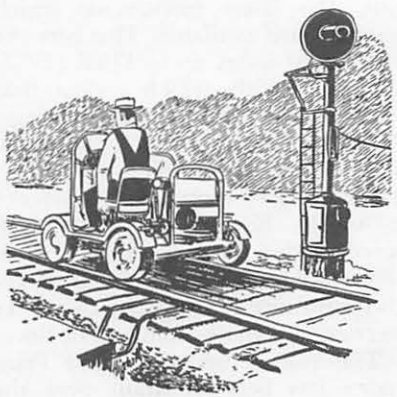
The Railroad Retirement Board points out that the extended care part of medicare pays the full reasonable cost of the first 20 days' stay during a spell of illness, and all but five dollars a day for the next 80 days. However, extended care benefits are paid only for the treatment of the same condition that was treated in a hospital. Custodial care or nursing care for other reasons is not covered.

Beneficiaries already receiving extended care on January 1 will be eligible to have the costs of such care covered under the program on or after that date if they (1) had a hospital stay of three days or longer ending after June 30, 1966, or on or after the first day of the month of attainment of age 64, if later; (2) were admitted to the extended care facility within 14 days after discharge from the hospital; and (3) require nursing care for the same condition for which they were hospitalized.

The Board also pointed out that extended care may be furnished in a nursing home, a special wing of a hospital, or in the infirmary of a home for the aged. The facility must meet certain quality-care standards and be in compliance with the Civil Rights Act of 1964 in order for its patients to be qualified for medicare benefits.

New Safety Legislation Aimed at Highway Slaughter

HOWARD PYLE, PRESIDENT of the National Safety Council, recently described two new federal traffic-safety acts as "historic legislation" that "signals the beginning of a new era in traffic accident prevention." The two acts are the National Traffic and Motor Vehicle Safety Act of 1966 and the Highway Safety Act of 1966.



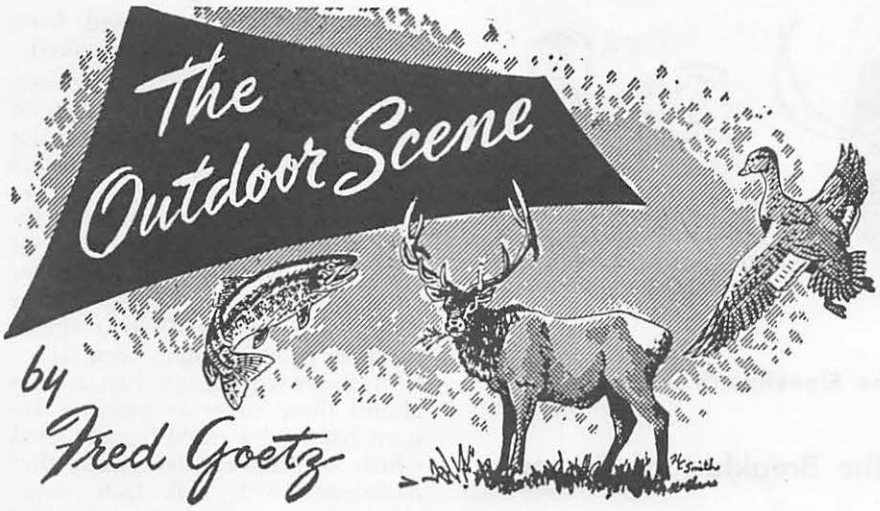
In his statement, Pyle cautioned that "it would be grossly unfair to those who will administer the acts for anyone to sit back and wait for the augmented federal programs to provide for our safety. The acts do not replace a single force that has been at work on traffic safety, but instead lend a much-needed hand to all of them."

Improvements To Be Slow

Although improvement in the traffic-accident picture is certain to come, "it will come slowly," the safety official said. "The steps that must be taken will not show results overnight."

Pyle said that the "vast pressures of numbers" that pushed the annual traffic death toll up by almost 40 percent in the past five years still exist.

"Our most optimistic analyses reveal a growth of basic problems that could result in 57,000 deaths by 1968, and if all of the pressures of numbers continue unabated, the tragic figure could be as high as 65,000 deaths," he concluded.



IN THE COURSE OF WRITing an outdoor column, many strange tales have come across my desk—tales of the hunter and the hunted. This issue of The Outdoor Scene deals with several examples.

John C. Craigmile of 3364 Isabel Drive, Los Angeles, Calif. sent in the photo taken of a deer killed on a hunt in southern California. One of his party downed it with a neck shot. The protrusion sticking out of the deer's head is the remainder of an arrow shaft which must have lodged there for a year or two.

After the picture was taken, the shaft was pulled out. Upon probing the skull, it was found that the steel point had penetrated beyond the bone, obviously not in a vital area. The bone had healed snugly around the wooden shaft and the deer was in excellent condition.

Ray E. Rusco of Grand Lake, Colo. snapped the photo of two large bucks locked in a tight antler grip that might have been fatal had not Roy and his partneers happened along.

They sawed off one of the buck's antler points, a very ticklish and dangerous operation, and freed

them. The bucks then scurried off into the willows where a doe spectator was waiting.

Two years ago, Signalman Charles E. Derry of Lafayette, Ind., member of Local 91, Monon R.R., gave a graphic description of a catch—an 8 pound catfish—he made in waters below Norway Dam near Monticello.

It was sometime after that catch that Charles lost a mighty lunker. Since then he periodically returned to these waters, hoping, as all true anglers do, to catch the proverbial "one that got away".

He fished above and below the spot where he caught the 8 pounder and ever so often he would tie into some unknown finny that cleaned him out—hook, bait, line and sinker.

This year, on a warm day in August, he tripped to Norway Dam. Simultaneously as his hooked live minnow went sidling toward the bottom, his rod tip went thumping down like a jet on the dive and he knew he was fast to Mr. Big.

Charles didn't say when he hooked the monster but it was past midnight before he landed it—a 25 pound flathead catfish! He noted, by virtue of a bankside landmark, it was caught in the exact spot as the previous 8 pounder.

The next day the finny moose was entered in the Indianapolis Fishing Derby and proved to be the largest entered in state competition for the month of August. Congratulations, Charles, a pair of lures is on the way.

The Arizona Game Department gets a tip of the topper from Signalman Charles Morgan of Prescott, Ariz. for recent rehabilitation of Lynx Lake near Prescott. The lake is now stocked with rainbow and rated one of the finest trout lakes in the state. Brother Morgan recently sampled its finny merits with a catch topped by a 14½ inch rainbow and said there's more from where that came.

* * *

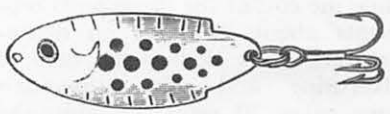
Many of the nation's hunters stalk the far-flung acres of the west for that majestic species of big game, the American elk. Many consider it the ultimate in antlered trophies, surpassing the moose.

'Tis said that in the early days of America, the elk occupied an area stretching almost across the entire United States. Today that area has narrowed to the western region of North America, in the Rocky Mountain range. Coastal elk can be found in British Columbia, Washington, Oregon and the northern tip of California.

Except for the antelope, bighorn sheep and Rocky Mountain goat, the average range which elk are killed exceeds that of any North American big game animal. Ranges of 150 to 300 yards are the rule rather than the exception, although shots at 500 yards are not unusual.

* * *

We'll trade fishing lures for snapshots and tales. If you're a member of the Brotherhood, you and the members of your family can earn a pair of the illustrated BIKINI lures.



Send a clear snapshot of a fishing or hunting scene along with a few words about the photo to: Fred Goetz, Dept. SBJI, 0216 S. W. Iowa, Portland, Oregon 97201. Of course retired members are eligible. Please mention your local number. Remember, it doesn't have to be a professional photo, a good, clear snapshot will do.

By SIDNEY MARGOLIUS, for The Signalman's Journal

So That's Why They Call It The Breakfast of Chumps

THE COMPLETE COMMERCIALIZATION of television today has turned out to be one of the most powerful forces raising the prices of many of the things you buy.

If there is no such thing as a free lunch, there also is no free TV entertainment. Protected by Congress from stricter regulation by the Federal Communications Commission of its advertising content, TV has become the dominating influence over consumers and retailers. It has led working families into increased spending and higher prices especially for convenience foods, beer, household medicines, cosmetics and toiletries, cleaning products and children's toys. The pitchmen who once appeared on the small screen to get sales leads for storm windows and encyclopedias have been banned in many cases. But television itself has become the pitchman for many products whose advertising cost is almost as much as the manufacturing cost.

Cereals Big Offender

The most notorious example is breakfast cereals. Their use has leaped in recent years, and so have their prices. The National Commission on Food Marketing, in its recent investigation, found that while the cost of the ingredients represents about 21 cents on manufacturers' sales dollar, the cost of advertising and sales promotion alone takes 20 cents. Of this, the major part—12 cents—goes for TV advertising.

In fact, when a new breakfast cereal comes on the market you can figure that about half the price you pay for it goes for advertising and marketing during the first year.

Heavy TV advertising has made it possible for the cereal manufacturers to dominate retailers as well as consumers. The Marketing Commission found that the big expenditures for advertising "virtually compel the retailer to carry a wide assortment of cereal items—sometimes more than 100."

One result of the ability of cereal, detergent and other big TV advertisers to force their way on the supermarket shelves, is that modern larger supermarkets now carry 6000-8000 items compared to the 3000-4000 that used to be considered a large stock. All these items have helped to force up supermarket expenses and are a main reason why retail food prices have been rising faster in recent years than other commodities.

Moreover, the constant advertising seems to have brainwashed consumers of any thought of comparing values. "Advertising has made consumers so brand-conscious" that they rarely buy private-brand cereals even though they cost less, the Commission reported.

One of the most successful maneuvers employed to get you to buy more cereals, and pay more for them, is the constant introduction of "new" kinds. Actually, of course, these are merely slightly different versions with added ingredients such as sugar, cocoa flavoring, marshmallow bits, slices of dried fruit, different shapes or package sized.

If you stop to calculate the prices, you will see that any variation from the basic cereal jumps the price inordinately. Sugar-coated corn flakes cost 50 percent more per ounce than ordinary corn flakes. Individual serving boxes (actually just one ounce) cost twice as much per ounce as eight-ounce boxes. Fruit or cocoa flavor corn puffs cost almost twice as much as plain corn flakes. Corn flakes with instant banana cost almost three times as much. ("Instant banana" is dried banana slices which look like cardboard but after moistening with milk taste something like moist banana-flavored cardboard).

Many modern young housewives, with more money in their purses than their mothers had, seem to act like so many puppets when it comes to buying such "convenience" foods. The sugar-coated cereals were first introduced back in 1939, the U.S. Agriculture Department *Farm Index* has reported. But the housewives of that time turned them down. By 1950, the sweetened cereals still had captured only five percent of the ready-to-eat cereal market. But by 1961, more than one of every five packages of cereals bought was the pre-sweetened type.

This means that the woman who buys pre-sugared cereals really pays in the neighborhood of 70-80 cents a pound for the sugar.

Significantly, the price of cereals in recent years has risen at a rate about twice as fast as overall food prices.

The combination of heavy TV advertising, appeals to children and the confusion of trying to choose from 100 different cereals, has proved splendidly profitable for the cereal manufacturers, the Marketing Commission's figures show. Their profits run almost twice as high as those of manufacturers of cookies and crackers, a comparable industry.

Often it is claimed that increased labor costs are responsible for today's higher food prices. This certainly is not true in the food manufacturing industry, judging from the Commission's figures for both the cereal and cracker and cookie industries. In the cereal industry especially, when you pay 39 cents for a box of cereal, about three cents goes for the entire manufacturing payroll, compared to four and one-half cents for packaging and other materials, about 6 for advertising and sales promotion, and four for profits.

SHANTY BANTER

WELL BALANCED HOME

"Is it difficult balancing your checkbook each month?" asked the considerate husband.

"Not really," replied his wife, "I just put in a few mistakes when the bank statement comes, and everything always balances."

There are two parts to the Bible; believing it and behaving it.

NOTE TO MR. NADER

Back seat drivers are considered a menace on the road. But so are some front seat drivers.

It is not the gay coat that makes a gentleman.

FOR MORE FORE!

"What did you buy your little baby son for his birthday, Father?"

"Well, I broke open his bank and bought him a neat set of golf clubs."

Counting time is not so important as making time count.

BRAVO!

One of the unsung heroes of business is the man who invented girl secretaries.

Freedom is fragile—handle with prayer.

CONSIDERATE EMPLOYER

Boss: "This guy was driving me crazy. Everything he did was wrong. I talked to him, showed him, pleaded with him to do the job right. Nothing worked. So . . . one day I gave him a big raise and the following week I fired him! He lost the best paying job he would ever have."

It is much better to sit tight than to attempt to drive in that condition.

TEACHING METHODS VARY

"Shouldn't we teach that dumb blond the difference between right and wrong?"

"Yes! You teach her what's right."

CRIME DOESN'T PAY

"When a wife goes through her husband's pocket, it should be considered a criminal act."

"In my house, it's considered a waste of time."

A sharp tongue is the only edge tool that grows keener with constant use.

FOR FAST LEARNING

"How can I teach that girl how to swim?"

"Well, get her in shallow water, put your hand under her stomach and support her so that she can float without fear."

"That's a good idea."

"Then to really get friendly, you get real close and . . ."

"Wait a minute! This girl is my sister."

"Oh . . . just push her into the water. She'll swim."

Do not say all that you know, but always know what you say.

READING SPECIALIST

The four year old boy was very much impressed by his six year old brother, engrossed in a book. He asked the six year old if he could really read. "Of course," said the older brother without taking his eyes off the page. "Then read something for me," said the younger, pointing to the TV. "What does the writing on the TV say?" Coldly the older answered: "I just read books. I don't read TV sets."

The narrower the mind, the broader the statement.

SMOKE VS. SMOOCH

He-man: "Aren't you afraid to go through that dark tunnel with me?"

She-sweet: "Not if you'll take that pipe out of your mouth."

CONFIRMATION

It was after midnight.

The telephone rang in the home of J. B. Alworthy, Chairman of the Board of Alworthy Industries, Inc.

"What do you want," moaned Mr. Alworthy into the phone, "and why call me at this horrible hour?"

"This is Thomas Smythe, Jr.," said a muffled voice, "and I understand you are looking for a new vice president in charge of advertising."

"No, blast it all! We've got a good man in Joe Drake."

"But I heard you and the entire board of directors were dissatisfied with the poor way he handled that last ad campaign," added the muffled voice.

"Nonsense! Drake's campaign was great. Wouldn't dream of replacing him."

"But so few of the V.I.P.'s like him," the voice continued.

"Drat it! I don't know who you are or where you get your information, but everybody likes Drake. He's our man and that's that. Stop bothering me and good night!"

There was no more conversation and Chairman of the Board Alworthy went back to sleep.

But at the other end of the line, Joe Drake smiled with satisfaction.

Yesterday is gone, tomorrow is a gamble. Today is a sure thing, so make the best of it.

MANLY PRIDE SHOWS

As the average man looks around at the husbands of the other women, he recognizes that his wife was a pretty good judge of brains, personality and character after all.

In taking revenge, a man is but even with his enemy; but in passing it over, he is superior.

THE INCOMPLETE ANGLER

First fisherman: "Any luck yet?"

Second fisherman: "No, I can't find the beer either."

Deliberating is not delaying.

WRONG MAP

A woman phoned to the Denver office of the Encyclopedia Britannica to complain that she could not find the Isle of Langerhans in the atlas. She got very huffy when told to consult her physician. The Isle of Langerhans is in the pancreas.

news from Canada

World Exposition To Feature Automated Train

THE PUSH-BUTTON AGE of mass transit begins with the "Expo Express"—a fully-automated passenger-carrying, rapid transit system scheduled for service at Montreal's 1967 World Exhibition, according to a statement recently released by Union Switch & Signal Division of Westinghouse Air Brake Company (WABCO).

The eight, six-car train system will feature automated signal and control equipment developed by Union Switch & Signal, represented in Canada by the Uniswitch Corporation. Not only is the automated signal and control system the most advanced produced to date, but it is also a full production model for future transit systems in cities throughout the world, according to the manufacturer. It has been ordered for the Expo Express by prime contractor Hawker Siddeley Canada, Ltd.

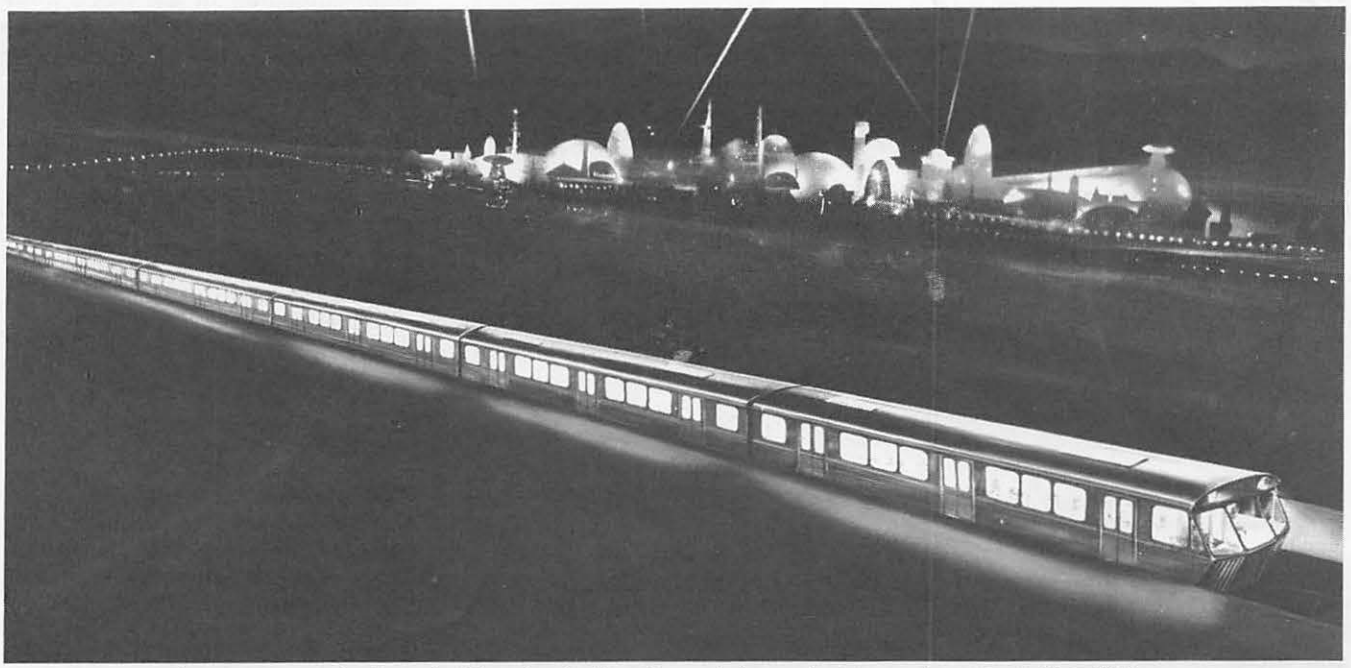
The basic control apparatus will include a cab signal and speed control system without wayside signals and trip stops. Because this system will use low voltage audio frequency track circuits, it will not require insulated joints except in terminal switching areas.

Basically, the control equipment will consist of (1) a wayside block system to provide speed-distance control between trains and terminals, (2) train-carried equipment to receive and indicate control intelligence transmitted through the rails by the wayside, (3) a voice communication system and visual signal and speed indicator panel located within an attendant's cab, and (4) a newly designed velocity control programmer (VCP) that will augment the basic signal and control apparatus to provide automatic operation.

The VCP, a servo-mechanism, will automatically initiate applications of propulsion power and braking as they are called for by the cab signal and speed control system and the wayside controls. According to Union Switch and Signal engineers, the VCP will perform train running and stopping functions more accurately and efficiently than has ever been possible with manual controls.

Generally, Expo Express will be a steel wheel on steel rail system consisting of a two-track line approximately three and one half miles long with stub-end terminals—one at Mackay Pier in Montreal Harbor, the other at the fair site on an island in the St. Lawrence River. Additional stations are planned at various points in the exhibition area. In addition to the wayside and train-carried equipment, the system will include an operations control center and a train attendant.

The automated operation will begin when the attendant closes the train doors and pushes a start button. The control system will then automatically conduct the train



The Expo Express is shown in this artist sketch against a background of Montreal's 1967 World Exhibition.

to its next station, maintaining correct speeds and distances, and bringing the train to a smooth, precise stop at a preset location. Failure of any single element will result in immediate restrictions on the system to assure complete passenger safety, according to Union Switch & Signal.

Although the system could be further automated to operate without train personnel, the manufacturer said, each Expo Express train will carry an attendant, a fully-qualified train operator, who can take complete manual control in the event of abnormal operations.

The automatic controls will be capable of dispatching trains at 150 second intervals. At each end of the system, track stub-end terminals with diamond crossover switching arrangements will be provided. Interlocking will also be automatically controlled in that approaching trains will have their station berths selected and switches will be positioned for movement into and out of the terminal. This will allow maximum passenger loading and unloading time at minimum train intervals.

An operations control center will be set up at the entrance to the exhibition site. An illuminated map of the grounds will show the route and progress of the Expo Express trains. From this center, a supervisor will monitor the entire system—including automatic dispatching, terminal interlocking, switches and crossovers—from a small control console.

The master dispatcher will be able to check the complete train network and override the automated systems in emergencies. He will also be in contact with train attendants, as well as station, yard and maintenance personnel by radio, including walkie-talkies.

Revision of Railway Labor Act Suggested

IN ITS REPORT TO PRESIdent Lyndon B. Johnson, Emergency Board No. 167, appointed by the President to investigate the dispute between American Airlines and its employes who are represented by the Transport Workers Union of America, sharply criticized the procedures under the Railway Labor Act which are designed to deal with major labor disputes in the railway and airline industries.

The Board advised the President that the procedures under the Railway Labor Act, now 40 years old, have often been criticized on the ground that their mechanical rigidity tends to chill normal collective bargaining and make mediation difficult.

Time Limits Criticized

The Board was especially critical of the Act's requirement that Emergency Boards file reports on fixed dates and asserted that this feature of the Act, in its opinion, was responsible for prolonging the dispute between American Airlines and the TWU by obstructing the Board's efforts at mediation.

The Board noted that changes in the nation's labor laws tend to be made in the heat of crisis and are often ill-considered for just that reason. It recommended that affirmative steps should be taken to overhaul and modernize the Railway Labor Act.

Further in its report, the Board noted that during the strike involving five major U. S. airlines, Congress was in the process of enacting legislation to curb the strike, obviously a reference to its earlier remarks that labor legislation tends to be made during the heat of crisis and is often ill-considered as a result.

The Board also reported that it seriously considered holding no hearings on the dispute, which would have been a departure from the usual procedure in such instances. The Board stressed that it at one time felt the limited time allowed it under the Act would have been better spent if devoted to continued negotiations as the adverse atmosphere of hearings tend to sharpen the differences between the disputing parties.

However, the Board finally concluded that brief hearings would serve a purpose and allowed each party to the dispute two days to present its case. This, as history has shown, was a far shorter time than that permitted by most Emergency Boards appointed to investigate disputes in the Railway industry.

Emergency Board No. 163 which investigated the dispute which led to the February 7, 1965 National Job Stabilization Agreement for our Organization and four other nonoperating railway unions went further in criticizing the procedures of the Railway Labor Act. Board No. 163 noted that the printed exhibits in that dispute alone totaled 75, and, when piled on top of one another, came to a height of almost 7 feet. The Board then noted that a hurried reading of these exhibits would require not less than 14 or 15 full days of a Board member's time. The Act provides that the Board will investigate and report its findings to the President in 30 days. In addition, the Board complained that witnesses were on hand to present the exhibits page by page and chart by chart.

Board No. 163 said the parties appeared to regard it "as an audience in an elaborate ritual—something like the Japanese Kabuchi Theater."

Delays Encountered

While your Brotherhood would be adverse to Emergency Boards denying the right to hearing of disputes, it does agree that much delay is encountered by one side trying to overshadow the other in its presentations during these preceedings. We believe the Railway Labor Act should be streamlined but that the 30 days allowed Emergency Boards to investigate and render reports on disputes is sufficient.

We also believe that guidelines should be established to progress disputes without giving the carriers the opportunity of which they avail themselves, to delay the handling of disputes resulting from the serving of Section 6 Notices under the Railway Labor Act.

This need is well illustrated by our present wage and rule move which was formally instituted on May 10. The first negotiations on a national basis were held September 28, more than four and one-half months after Section 6 Notices were served on the Carriers. It is evident that when one side to a dispute can delay benefits to which the other party is entitled, the procedure needs overhauling for the protection of the employes.

Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

Vice President G. Orndorff, Room 1812, 220 South State Street, Chicago, Ill. 60604, has been designated to receive and compile this information.

Atlanta, Ga. 30303. Thomas J. Lewis, Jr., 905 Healy Bldg.
Tel. JAckson 2-4229

Baltimore, Md. 21202. Bernard M. Savage, 10 Light St., 30th Floor, Maryland National Bank Bldg.
Tel. MUlberry 5-2713

Bergenfield, N. J. 07621. Charles J. Tyne, 104 N. Washington Ave.
Tel. DUmont 4-9433

Birmingham, Ala. 35203. Rives, Peterson, Pettus & Conway, 17th Floor, Twenty-one Twenty-one Bldg.

Boston, Mass. 02108. Francis H. Farrell, Suite 701, Old South Bldg., 294 Washington Street
Tel. LIberty 2-3270

Chicago, Ill. 60602. Henslee-Monek - Henslee, 120 Madison Bldg.
Tel. STate 2-5925

Cleveland, Ohio 44114. Howard M. Metzenbaum, 700 Union Commerce Bldg.
Tel. PR 1-4515

Denver, Colo. 80202. Alex Stephen Keller, 316 Symes Bldg.
Tel. ALpine 5-3603

East St. Louis, Ill. 62201. Dan McGlynn, 120 N. Main St.

Fort Worth, Tex. Contact George L. Schmidt, at Houston, Texas 77002

Houston, Tex. 77004. George L. Schmidt, 4417 Fannin
Tel. CA 2-2268

Kansas City, Mo. 64105. Frank X. Mattes, Suite 1420, Commerce Tower, 9th and Main Street
Tel. HA 1-5411 and HA 1-2973

Little Rock, Ark. 72201. Norman R. Jones, 607 Pyramid Bldg.
Tel. AC 501, Franklin 5-7497

Los Angeles, Calif. 90012. Clifton Hildebrand, 205 S. Broadway, Suite 400
Tel. MAdison 9-2214

Minneapolis, Minn. 55402. Eugene Rerat, 1100 First National Bank Bldg.
Tel. FEderal 9-9231

New York, N.Y. 10017. John V. Higgins, 535 Fifth Ave.
Tel. YUkon 6-1377

Oakland, Calif. 94612. Clifton Hildebrand, 1212 Broadway
Tel. GLencourt 1-6732

Pittsburgh, Pa., 15230. Robert B. Ivory, Box 2398,
Carlton House Hotel

Salt Lake City, Utah 84101. Wayne L. Black, 530 Judge Bldg.
Tel. EMpire 4-3566

San Antonio, Tex. 78205. George L. Schmidt, 4714 Fannin St.
Tel. JA 6-1564

Seattle, Washington 98104. Arthur E. Piehler, 1519 Norton Bldg.
Tel. MAin 4-4700

Sherman Oaks, Calif. 94103 John M. Ennis, Suite 27, Lydee Bldg., 15445 Ventura

St. Louis, Mo. Norman R. Jones, 1010 Arcade Bldg.
812 Olive Street
Tel. CEntral 1-6060

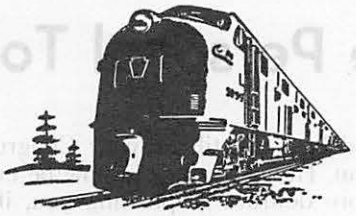
Syracuse, N.Y. 13202. J. Murray Dunn, 707 State Tower Bldg.
Tel. HA 2-0303

Vicksburg, Miss. 39180. James B. Ramsey, First National Bank Bldg.
Tel. VIcksburg 636-5561

Wichita, Kans. 67202. Payne H. Ratner, 444 N. Market, P.O. Box 306
Tel. AMherst 2-6423

Wichita, Kans. 67202. John C. Frank, 615 Union National Bldg. Bldg.
Tel. AMherst 4-0346

Railroad NEWS IN BRIEF



THE CANADIAN NATIONAL RAILWAY recently predicted that by 1991 it will be operating at least 32 passenger trains daily between Toronto and Montreal in each direction at speeds up to 200 miles an hour. The Carrier's fastest scheduled train at the present time covers the 335 mile run in four hours and 59 minutes and next year it expects its turbotrain to cover the distance between the two cities in three hours and 59 minutes.

THE CHESAPEAKE & OHIO RAILWAY has reported higher consolidated net earnings through the third quarter of this year compared with the same 1965 period. Net income for the first 9 months was $44.3 million compared to $43.7 for the same period a year ago.

THE LONG ISLAND RAILROAD has installed plastic gate arms at one of its heavily traveled crossings. The arms, produced by the Railroad Accessories Corp., are made of Fibreglass and epoxy resin and are fastened to the operating mechanism by pins which will shear off if hit by a vehicle allowing them to fall on the ground. The LI reported that during one recent three month period, no accidents to the new arms were encountered although wooden gate arms previously used at the crossing were snapped off at an average of one every three and one-half weeks.

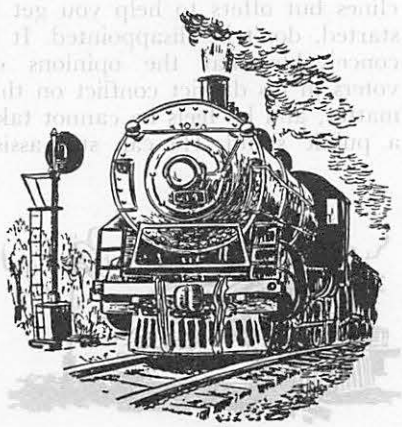
THE CANADIAN NATIONAL RAILWAY has announced a 10 percent freight rate increase on all rail traffic moving under competitive rates and agreed charges. This includes the movement of coal, coke and piggyback traffic. It is estimated that this increase will ultimately affect about 30 percent of the company's freight business. C.N. said the increase will help offset rising costs.

THE NEW YORK CENTRAL RAILROAD recently approved plans for a $20 million electronically controlled freight classification yard at Selkirk, New York. The yard will become a major facility for handling east-west traffic and is being planned so it can be expanded to become a key service point in the operation of the merged New York Central and Pennsylvania system. The new facility will be named the Alfred E. Perlman Yard in honor of the Central's president.

THE NEW YORK, NEW HAVEN & HARTFORD Railroad Company has ordered phase selective track circuit equipment for installation on the 4-track line between Bridgeport and New Haven. The equipment, ordered from Union Switch & Signal Division, WABCO, is to guard against high voltage transmission line placed in service adjacent to the right-of-way.

THE NEW YORK CENTRAL established a new U. S. rail speed record of 183.85 miles an hour on July 23 with its new jet-powered test car. The tests with the world's first jet-powered rail car were conducted between Butler, Indiana and Stryker, Ohio.

THE NEW YORK CENTRAL RAILROAD loaded enough Flexi-Vans during the first nine months of 1966 to form a train stretching from New York to Chicago. Flexi-Van loadings for this period reached an all-time high of 108,581, a 23 percent increase over the same period in 1965. This compares with latest piggyback figures which show a national growth of 17.8 percent.



THE ILLINOIS CENTRAL Railroad has received the National Safety Council's Golden Spike Award for safety programs conducted during 1965. The citation recognized the Carrier's program to discourage trespassing carried on in 355 schools. It published a booklet "Safety at the Crossing" dealing with safe driving habits at highway-rail crossings. About 80,000 copies of the booklet were made available to local and state safety agencies and to schools for use for student driving courses.

THE AMERICAN RAILROADS say that odds are lengthening that rail freight volume for 1966 will top the all-time record of 737 billion ton-miles set in 1944.

THE LOUISVILLE & NASHville Railroad Company has ordered CTC equipment for installation on 35 miles of track between Wauhatchie, Tenn. and Stevenson, Ala. Material will be furnished by Union Switch & Signal Division (WABCO). Control will be from a Style "C" machine at Cowan, Tenn.

THE ILLINOIS CENTRAL Railroad recently announced it will spend more than $900,000 to install centralized traffic control between Waterloo, Iowa and Freeport, Illinois, a distance of 132 miles. The new system will be controlled from the control board in the dispatcher's office in Waterloo and will increase the Carrier's mileage controlled by CTC to nearly 575.

MORE THAN ONE-HALF of the total auto industry production moved by rail in 1965. The Nation's carriers moved more than 4.5 million new motor vehicles during this period and figures for 1966 indicate that the carriers continue to capture more and more of this traffic as more auto rack cars for carrying automobiles become available.

MISSOURI PACIFIC RAILroad crewmen reported 481 safety violations at grade crossings involving tank trucks and 31 involving school busses during 1965.

The Personal Touch

SINCE A CONGRESSMAN, unlike a Senator, is up for re-election every other year, he is continually running for office. He seeks constantly to work up and maintain grass roots support and to find financial support. As a result, you will discover that he is an easy man to meet. He cannot lose any contacts. He must constantly establish new contacts. If he doesn't, you can be assured that he will be replaced by an eager beaver who has been "out shaking hands and meeting the people."

Your Congressman probably maintains an office near you, which he visits often. Call this office, find out when he will be there and meet him. There is no substitute for the personal touch. Don't wait until you have a gripe about something or a favor to ask of him. See him now. Then, when you have something definite in mind, the fact that you have met him personally will be to your advantage. It doesn't really matter a great deal whether or not you and he belong to the same party.

Needs Your Support

A Congressman represents everyone in his district. More to the point, he needs your support. If you have been behind him, he wants to keep it that way. If you have opposed him in the past, he is anxious to establish a relationship with you, to win you over. As a practicing politician he knows that in addition to exerting considerable effort keeping friends, he must make friends of or at least neutralize his enemies. Today, it is common for people to split their ballots, to vote for a man with whom they have established a relationship. He knows this and he will be shooting for this with you.

But this is a two edged sword. There are issues which are of particular importance to you. Your goal is to convince him, if necessary, why he should vote as you request on these issues. If enough of his constituents take similar stands, he will represent that point of view in Washington. Remember, if he fails to vote as you wish, let him know about it, but be tactful. Don't ruin the contact you have established. There will be another important issue coming up, in the near future, and he may still be your Congressman. He will probably now be even more desirous of pleasing you, if it is at all possible. Be fair with him and he will be fair with you.

When You Visit Washington

It is heartwarming to see the millions of tourists who visit their nation's capital yearly. While their interest in what is important is to be commended, we suggest that many of them don't go far enough. Relatively few of these people visit their Congressman's or Senator's offices on Capitol Hill, while they are in Washington. It is true that many visitors do call on one of their Congressman's offices to get a pass for the Chamber's gallery or to obtain free information. But there is much more which should be done at this time.

We think it is important enough for you to prepare in advance for your visit to your Congressman's office. Ordinarily you have considerable advance notice of when you will be in Washington. Why not use some of this time to bone up on the issues that you are concerned with and which directly affect you? It is wise to call the Congressman's office in the District and learn the names of his assistant or secretary at his Washington office. If he is out when you arrive it is a big help to know who else should be seen.

The Congressman or his assistant will not always be acquainted with the problem you are concerned with. If he is not on the committee to which the matter has been referred, such will probably be the case. Ask him to contact a member of that committee or one of the committee's professional staff.

If you are requesting that he sponsor a particular bill and he declines but offers to help you get it started, don't be disappointed. It is conceivable that the opinions of voters in his district conflict on this matter, and he feels he cannot take a public stand. He can still assist you, however. If he can help you, he will.

Generally, it is unwise to insist that he take a public stand on an issue while a bill is still in committee. Bills change a great deal as a rule between introduction and final action. You are probably more concerned with results than speeches, and results are what you should seek. Of course, as we have explained before, the journey a bill takes is very often a long one. Patience is necessary.

Don't forget that while your problem is important to you, it is just one of several your Congressman handles daily. Present the matter as clearly as you can. Above all, get to know him. We are convinced that the more Congressmen get to know railroaders and their problems, the more they will be able to grasp the real issues involved in the railway legislation they will be dealing with in these crucial years.

E. L. Abbott Accepts Position with Railway Signaling & Communication

E. L. ABBOTT, EDITOR-MANager of *The Signalman's Journal* since October 1, 1961, has accepted a position as associate editor with *Railway Signaling & Communications* effective October 1. *Railway Signaling & Communications* maintains editorial offices in Chicago and publishes articles mainly concerned with railroad signaling and communications departments.

Prior to accepting a position with the *Journal,* Brother Abbott held various positions in the signal department of the Missouri Pacific railroad. The officers of Grand Lodge wish him well in his new position.

A new editor-manager will not be employed to perform the duties previously assumed by Brother Abbott. Instead, Vice President Paul T. Drummond, former editor-manager of the *Journal,* will jointly perform the duties of vice president assigned to Grand Lodge and those associated with the *Journal* operation. He will be assisted in his joint role by Grand Lodge Officers located in Chicago as necessary.

LOCAL LODGE NEWS

By, for and about B. of R. S. members

Pennsylvania

PHILADELPHIA, PA. (18). Our last meeting was held Friday, October 14 at the American Legion Post, 33rd & Market Streets, Philadelphia, at 8:00 p.m. at which time the election of officers for Local 18 was held.

I cannot stress the importance of attending meetings too much as they concern all of us, directly or indirectly. It is not only a privilege to vote, but your duty as well. Remember, you are the union and the union is only as good as you make it.

So come on, fellows, let's try and have 100 percent turn out at future meetings.

Brother T. Byrne was injured recently while working at N. Philadelphia Interlocking. He spent two weeks in the hospital and was released with his left hand in a cast. Tom is doing fine but is not expected back to work for some time.

Others on the sick list include C. E. Rockett, F. J. Hassett, W. H. Gould, F. J. Ott and A. Goltz. Brothers C. C. Hill and D. S. Simpson have returned to work.

I wish we could hear news from our retired members. Everyone would like to know how they are getting along. So all you retired brothers pick up your pen and write us a few notes.

A tip of the hat to Trebor Rolyat for his assistance in making this writing possible. ACT

C. N. — C. P.

WINNIPEG, MAN. (12). Our regular meeting was held on September 10, 1966 with Grand Lodge Representative A. N. Cotton presiding. The minutes of the previous meeting were read and accepted.

The following members were present: R. Law, P. Kanski, K. Reitter, R. Jablonski, V. Clark, K. Frederiksen, W. Gilchrist, J. Hodgdon, W. J. Alexander, R. Puish, A. Wright, A. N. Cotton, J. Platt, J. Pauls, E. Vermette and W. Seiter.

As for noon day meal expenses for C.P.R. employes, the supervisor requests that the maintainer check two crossings per day and it will be paid.

Brother Platt reported on the results of the Strike Ballot. Of the 1,270 sent out, 966 were returned. Of those returned, 98 percent voted for strike action.

A letter regarding elections and election of delegates for the 1967 International Convention was read. The Annual Financial report of Grand Lodge was read.

We discussed the letter we received regarding the results of the bill enacted by the Federal Government to end the strike.

It was reported that Signal Maintainers on the Kashabowie Sub and rest and call days are alternating weekends. It has been requested that a Local meeting be held at Fort Williams. It will be held as requested at the Lakehead. This meeting will be held at the convenience of Brother Cotton who will attend with Brothers P. Kanski and A. N. Wright.

A resolution was presented and adopted that: "Whereas the membership of Local 12 have returned to work in accordance with Canadian Law as enacted by a recent Act of Parliament, it is resolved that they view the mandatory settlement of this strike with abhorrence. Be it further resolved that our national representatives progress this matter to a satisfactory conclusion with the utmost speed."

Mr. David Orlikow, M. P. for Winnipeg North has requested the names and addresses of our members in the Winnipeg Area for the purpose of mailing them his monthly News Letter. Motion carried that this action be taken.

Brother Cotton mentioned that he will attend a meeting with the Companies regarding the general holiday business.

Secretary - Treasurer Law passed through Chicago on vacation and visited Grand Lodge Headquarters.

A thank you letter from Brother Popel was read by Brother Law for the presentation made to him by the Local.

The next meeting will be held November 12, 1966 at the Assiniboine Hotel, Portage and Albany at 10:30 a.m. Winnipeg time. R. L. Law

Norfolk & Western

DECATUR, ILL. (55). Around the country with the gangs—P. E. Dawson is at Peru, Ind.; the J. F. Lawrence gang is at Oaklawn, Ill. and W. B. Ritchie is at Belleville, Mich.

With the test foremen—F. G. Bartley is at Gibson City, Ill.; Joe Sharp is at Belleville, Mich. T. L. Polley, who has bid in the temporary test foreman job that belongs to H. E. Martin, is at Peru, Ind.; J. E. Bartley is at Moberly, Mo.; R. E. Pettus is at St. Louis, Mo. and J. F. Lawrence is at Jacksonville, Ill.

Personnel changes — John Lawrence has bid in the test foreman position temporary that works between Decatur, Ill. and St. Louis, Mo. George Lee has bid in the gang foreman job temporary that belongs to J. F. Lawrence. J. E. Goodrich has bid in the temporary maintainer job at Springfield, Ill. H. E. Mills has bid in the temporary signalman job in the signal shop in Decatur, Ill.

At our annual picnic held in the Moose Club room this year we had a very good turnout of 76 persons. Among our guests were Vice President and Mrs. C. S. Chandler and daughter; Mr. and Mrs. W. D. Best and family; our retired friends, Mr. and Mrs. O. W. Johansen; Mr. and Mrs. C. L. Falk; Mr. G. A. Rodger and Mr. P. J. Bangert. The food was delicious and everyone seemed to enjoy himself. We wish to thank the committee composed of Brothers O. B. Little, F. G. Bartley and T. K. Fitzpatrick who made the arrangements for this picnic dinner.

We held our September meeting at Lafayette, Ind. on the 11th with 7 members present. The usual subjects were discussed and we had Mr. Ed Tucker present and he explained the pros and cons of the Travelers Insurance program versus membership in the Wabash Memorial Hospital Assn. The subject of the proposed supplemental pension was discussed at length.

It is with regret that we report the death of our Brother F. A. MacKay who passed away recently. Your reporter was well acquainted with him and I would like to say that he displayed a brand of courage rarely seen

in fighting the ailment the last few years that finally took his life. We are sure that he has taken his place in that peaceful valley with his co-workers who have gone on before. Mrs. Mackay wishes to thank everyone for the contribution to the memorial fund on behalf of Brother Mackay. It was deeply appreciated.

"Man pauses briefly to reflect, but time and the tide rush unrelentingly on."

J. F. POUNDSTONE

Baltimore & Ohio

DAYTON, OHIO (94). Effective September 1, 1966, the Company will amend its discipline system to include provision for suspension of employes from service because of violation of Company rules or offenses which require application of discipline. The new provision will cover "Overhead" suspension, periods of probation, entry on service record, and actual suspension.

A special meeting was held at Cuyahoga Falls, Ohio, Akron Division, by Local Chairman C. E. Root. Fifteen members attended and this is a good representation from a seniority district comprised of 23 men. Leading maintainer T. E. Dodds was unable to attend due to additional remote control interlockings at Galatea and North Baltimore, Chicago Division, being added to the traffic control machine in Akron.

General Chairman H. C. Guscott attended this meeting in Cuyahoga Falls and gave an account of the various cases now in progress with the B&O management, as well as the status of the May 10, 1966 notice for wage increases, improved vacations, holidays and expenses for employes required to live away from their home stations. Under the February 1965 Agreement, management is now taking the position that an employe may not accept furlough if there is any work for him on his seniority district. Regardless of classification he will be allowed his protected rate if the position available pays less than his protected rate. Other matters of local interest were discussed.

Brother McConnell, maintainer at Niles Jct., has been off due to illness and is expected to return after his vacation.

Recent hot box and dragging equipment indicators and graphs have been added in the Akron office from field locations in Concord and Cromwell, Ind. New weigh in motion scales with associated signals have been placed in service at Warwick, Ohio.

G. F. HAMMOND

Chicago & North Western

SPOONER, WIS. (168). The regular meeting convened at Hudson, Wis. on September 10 presided by Chief Signalman M. O. Hughdal. General Chairman R. B. LeBaron was in attendance.

The election of officers for the next

You Are Invited to Share Your Holiday Joy!

Use Christmas Seals. Fight tuberculosis and other respiratory diseases.

term was held and the following were elected: Chief Signalman, M. O. Hughdahl; Recording and Financial Secretary, R. L. Staves; Local Chairman, J. S. Gostonczik; Chaplain, R. O. Sherley.

General Chairman LeBaron gave an outline of retirement benefits presented to Congress for passage. He also gave information regarding installation of hot box detectors on the Twin Cities Division.

Four crossing protection signals have been installed and put in operation at Omaha, Nebraska by Crew No. 1, Twin Cities Division. After they complete another crossing protection at Hubbard, Neb., they move to Ottawa, Minn.

Brother Sherley closed the meeting with a prayer.

Our next regular meeting will be held at Hudson, Wis. on March 25, 1967.

J. S. GASTONCZIK

Santa Fe

MCPHERSON, KAN. (33). Our latest meeting was held at the Masonic Hall, Emporia, Kan. on September 10. There were 26 members present, including General Chairman W. H. Lewis and Chief Signalman C. M. Roberts.

The election of officers was held with the following results: Chief Signalman, C. M. Roberts; Vice Chief, C. M. Page; Secretary - Treasurer, W. D. Roberts; Lever, J. B. Caldweld; Chaplain, P. M. Bilbrey; Semaphore, G. E. Hinkle; Local Chairmen: Eastern Div., W. L. Henry; Middle Div., C. M. Page; Old Oklahoma Div., R. L. Pulliam.

You will note that we have a new secretary-treasurer who will take office January 1, 1967. The Local wishes at this time to thank T. A. Fitzpatrick, soon to retire from the railroad, for his many years of faithful duty to and for the Local.

Some of the main topics of discussion were the election of officers, condition of maintainers' tool houses and the supplemental pension plan.

It was reported that Brothers Spec Jordan and Bill Austin were still off duty but are recovering. Brother Ken Weatherby was also reported off sick. We had one retiree, Brother Bob Mitchell, visiting with us and he is looking well.

Our next meeting will be held on October 26 at Newton, Kan., as this is about the central point of the Local. We should have an astounding turnout of the Brothers for this meeting.

MAX E. CRAFT

Rio Grande

GOLDEN, COLO. (24). Following the regular July meeting, a retirement party and dinner was held honoring retiring Brother K. H. Williams, who served Local 24 as Chief Signalman for many years.

His work carried him from one end of the Rio Grande to the other, first as signalman, signal maintainer, signal gang foreman, and signal inspector.

Ken and Lila retired to their home in Provo, Utah where they welcome their many friends when they are in that vicinity.

Guests at the dinner were retired Brother C. G. Russell and wife, Signal Supervisor W. E. Peeler and wife, Signal Construction Engineer H. S. Law and wife and Signal Inspector R. W. Parris and wife.

Chief Signalman W. B. Wernz acted as Master of Ceremonies and presented Brother Ken with a slide projector. We wish him many hours of fine viewing and many years of happy retirement.

B. L. DENISON

New Haven

BROOKLYN, N. Y. (34). Local 34 held its regular meeting on September 30 at the Y.M.C.A., Mt. Vernon, New York. The meeting was well attended and many subjects of interest to our members were discussed. By unanimous vote, all incumbent officers were elected and installed at this meeting which expresses the confidence of the Local in its officers.

General Chairman Bill Adams reported on several grievances now being progressed on the property and lively discussions were held on each which enlightened those present to the condi-

tions we are facing today in railroad service.

It is with regret that I must report that Brother Tom Fowler, signal maintainer at SS-3, Oak Point, N. Y., suffered a stroke about three months ago but from last reports is able to get around with the aid of a walker. Although his recovery will take some time, the members of Local 34 wish him a complete return to good health and hope to see him on the job in the near future. Larry Jason, assistant maintainer at New Rochelle Sub Tower, has been confined to the hospital twice within recent months for ulcer operations and latest reports indicate he expects to return to work soon.

Brother Walter Emmerson, Sr., retired foreman at New Rochelle, passed away recently after a brief illness. The Local expresses its sympathy to Brother Walter Emmerson, Jr., maintainer at Mt. Vernon.

To bring you up to date on our retired members, we wish to report that "Pete" Mullins is traveling around the globe and was last heard from in California. Larry Tierney is visiting his brother in Chicago and expects to take in the scenery in various other parts of the country. Harry La Croix, Pelham, New York, spent the summer in Cape May, New Jersey, after giving up golf at Pelham. He reports the scenery is much better and inspiring at Cape May.

Clyde Myrtle reports that he is busy around home clipping grass and mowing the lawn and otherwise just taking it easy. Paddy Hannon advises he usually goes for a walk with "Big Jack" Ryan, former Oak Point operator and they visit quite a few neighbors. Tom Bourke, Stamford, is busy keeping his 243 acre farm in shape and our Local Chairman visits him occasionally and keeps us up-to-date. V. B. Mellinger, former maintainer at Portchester and Rye, New York, is well and keeps busy with his work around the new Rochelle hospital. We wish all our retired members many years of good health in which to enjoy their well earned rest.

James Lynch, assistant at SS-3 Oak Street, has been awarded the signal maintainer's position temporarily due to Brother Tom Fowler being off sick. Jim McCarthy has been awarded the assistant's position at SS-3 and Larry Jason's position is now being covered by Neil Byrne, assistant at New Rochelle. Two of our assistants, Brothers D. Sullivan, Norwalk and Bill Bell, Rye, are getting ready for service with Uncle Sam and we wish them the best of luck.

After our meeting adjourned, we retired to the Brown Derby where a good time was had by all. As usual our local talent performed to the delight of the crowd. Needless to say, these occasions will always be remembered.

Our financial secretary reminded us that if we will pay our dues on time, it will make his job a lot easier. Let's all cooperate and show our appreciation for the fine work he is doing. Remember, your dues are payable during the first month of each quarter.

We were pleased with the turnout at our meeting and hope to see you all at our next regular meeting. Make a special effort to attend and take an active part in your Organization and enjoy the pleasantries following with your Brothers and co-workers. WM. A. LONDREGAN

Chicago & Western Indiana

CHICAGO, ILL. (32). Local 32 held a special meeting on September 30 to elect officers for the ensuing three years. Following the meeting, a pensioners' party was held in honor of Brothers A. Nosal, J. A. Reif, George Doyle and V. G. Mowery.

Elected to serve as officers of our Local for the next three years were: D. Alberts—Chief Signalman, G. Haugh—Chaplain, Edward Rickert—Recording and Financial Secretary Treasurer, F. DeLorme—Lever, L. Barry—Outside Semaphore, D. Rance, H. Ronkoske and J. F. Schuh—Trustees. Brother Schuh was elected Chairman of the Grievance Committee. The other members of the Committee are Brothers Henry Harpster and Nick Bulthuis.

We were pleased to have President Clark and Grand Lodge Representative M. B. Frye present. Immediately following the meeting the pensioners party commenced and besides the guests from Grand Lodge and members present, Signal Supervisor Carl Ross, Assistant Signal Supervisor C. Swartz and Assistant Engineer Joseph O'Derio joined in the festivities in honor of our retiring Brothers.

The members of the Local wish to thank the refreshment committee, Brothers Schuh, Bulthuis and Ronkoske, for a job well done.

We regret to report that Brothers Walter Clayburn, Bruno Sowa and Donald Rance are on the sick list. We wish them a speedy recovery and hope to see them on the job again soon.

Retired member Fank Croul reports he and Mrs. Croul are enjoying their retirement in the sunny clime of San Diego, California. Brother William Rickert, who retired in July 1945, sent his best wishes to the retiring Brothers and retired Brother Fred Hudson attended the party to personally welcome them to the ranks of the "leisure group."

The members of Local 32 join the retiring members' many friends in wishing them many years of good health in which to enjoy their well earned rest. Edward Rickert

Great Northern

WHITEFISH, MONT. (154). News of Local 154 seems to be at a premium at this writing. Everything must be going along fine for the boys.

Tom Ridenour's crew has been working on the line change at Rising Wolf, Mont. John Gilbert's crew has been working around Sandpoint, Idaho, and Al Wilson's crew has been working around Poplar, Mont.

John Long has been assigned the tem-

President Jesse Clark, left, is shown with two former General Chairmen on the C&WI. Bruno Sowa, center, resigned the post due to ill health and Joseph Reif, right, retired from service Aug. 31.

Shown above are Local 32's newly elected officers. From left to right, are: K. Byers, G. Haugh, N. Bulthuis, F. DeLorme, L. Barry, D. Alberts, E. O. Rickert, Gen. Chairman J. F. Schuh and H. R. Harpster.

porary maintainer position at Warland, Mont. and Jim Flamand has been assigned to the temporary maintainer position at Summit, Mont. Bruce Avery has been assigned permanent assistant maintainer at Essex, Mont. Casmir Wrzesinski has been assigned signalman position on Tom Ridenour's crew. W. G. Watson has been assigned signalman position on John Gilbert's crew. A signalman's position is on bulletin for Al Wilson's crew on the Butte Division.

Alvin Larter, signal maintainer at Essex, Mont., who had his leg amputated in July, is coming along fine and is looking forward to being fitted with an artificial limb. He hopes to be able to follow the work in his craft after being rehabilitated. Once again, on behalf of Alvin and his family, I would like to thank everyone who contributed to the Alvin Larter Fund. A sum of $259 was collected through union offices and presented to the Larter Family.

ADRIAN L. BUCKLAND

Reading

READING, PA. (26). Brother Harold N. Thomas, member of Local 26, retired after completing 50 years of service on the Reading Railroad Co. Harold started his career on the railroad in train service in 1916. Two years later he entered the Signal Department and on March 3, 1918 became a signalman in Reading, Pa. He became assistant foreman on August 13, 1941 and foreman on August 1, 1942, the position he held at the time of his retirement on October 1, 1966.

Harold told his fellow signalmen and other friends that he will have many things to do during his retirement. He extended an invitation to all fellow signalmen to visit him when around Pottstown, Pa.

Vice President C. S. Chandler Now Located at Paducah, Kentucky

Vice President C. S. Chandler recently notified the Journal that he has moved his residence from Florissant, Missouri to 2224 Kentucky Avenue, Paducah, Kentucky 42001. All future correspondence to Brother Chandler should be sent to the above address which will also be his headquarters.

All members of this local wish him and his wife many happy and leisurely years of retirement. L. VANINO

Louisville & Nashville

NEW ORLEANS, LA. (137). The regular quarterly meeting of Local 137 was held at Magnolia State Park in Ocean Springs, Miss.

It was our pleasure to have General Chairman J. T. Bass join us. He was ready, willing and able to answer any and all of our questions of which there were many. A general discussion on several matters followed and Brother Bass made recommendations helpful in solving many of our problems.

The following officers were elected for the next term: Chief Signalman, W. M. Noonan; Financial and Recording Secretary, R. F. Massey; Chaplain, G. G. Long; Local Chairman, R. L. Thomas; Grievance Committee, R. R. Green and W. H. Huggins.

The wives and families of the members were invited to an old fashioned basket picnic held in conjunction with the meeting. Everyone enjoyed themselves so much it was decided to make this an annual affair.

The ladies enjoyed themselves just relaxing and becoming better acquainted while the men were busy with the meeting.

Our thanks to Signal Maintainers C. C. Clifton, Ocean Springs, Miss., R. Thomas, Theodore, Ala. and Lead Maintainer R. F. Massey, Mobile, Ala. for all the arrangements. The shrimp was delicious but did you have to throw in the whole box of salt? Our special thanks to the ladies for the fried chicken, potato salad and other food.

W. M. NOONAN

Shown above are those who attended Local 137's meeting-picnic at Ocean Springs, Miss. From left to right, they are: Kneeling—J. H. Hardin, R. P. Chapman, C. H. Parmer, retired. Standing—V. Green, R. Thomas, C. Clifton, P. Brown, G. Long, R. Massey, General Chairman John T. Bass; C. Amos, W. M. Noonan and J. P. Carpenter.

Baltimore & Ohio

DAYTON, OHIO (94). The meeting of Local 94 for the gangs on the Chicago Division was held by Local Chairman G. J. Erford recently in Defiance, Ohio. Because of the numerous members on vacation, attendance was low.

General Chairman H. C. Guscott attended the meeting and gave the status of the case in progress due to Signal Inspectors wiring and installing application and stepper units for the traffic control bungalow at Albion, Ind. He also reported on the case due to supervisory personnel performing the work of terminating line drop, switch, signal and track cable connections in the same bungalow immediately prior to its being placed in service. These cases were discussed with the Manager, Labor Relations, at the regular conference in October.

Some good news from the General Chairman to the effect that the company has finally given numerous decisions and has begun paying claims due to violations of the February 7, 1965 Agreement. A long discussion followed on this Agreement. The members were advised as long as they had no control over the circumstances which would require them to work at a rate less than their guaranteed rate they would be allowed an adjustment in rate if conditions forced their reduction to a lower class. The company is attempting to hire men on most seniority districts to no avail since the majority of those seeking work are unable to pass the medical examination.

On the Akron Division: A retirement dinner was held in the American Legion Hall, Cuyahoga Falls, Ohio, on October 1, to honor C. A. Carrier whose last assignment was signal maintainer, Warren, Ohio. "Chuck," as he was known to his many friends, completed more than 40 years of service with the B&O. He started with the company in 1925 installing automatic signals on the Akron Division with the old Western Line signal gangs. He worked on nearly all of the Western Region Divisions of the B&O. About 70 people attended the dinner honoring Brother Carrier, including his wife, their two sons and wives, daughter and her husband. Signal Supervisor F. W. Cary was toastmaster. Signal Inspector E. F. Fox was in charge of the committee sponsoring

the party. Speakers included retired Signal Supervisors, J. C. Hoffman and E. Akers; J. Romine, a long time friend: Division Engineer F. Schilt; General Chairman H. C. Guscott; Financial Secretary of Local 94, C. B. Bruno. We would like to take this opportunity to wish the Carriers a long and happy retirement.

F. Falk and gang have completed the reconstruction of the interlocking at Sherwood, Ohio which is to be controlled from the traffic control machine at Akron. This same machine also controls interlockings at North Baltimore, Galatea and Attica Junction.

E. P. Wuenschend and gang since completing the installation of the weigh in motion scales at Warwick, Ohio, now in operation, are engaged in respacing signals in the vicinity of Nova, Ohio.

G. F. Erford and gang are engaged in respacing signals in the vicinity of Hamler, Ohio.

Numerous hot box, dragging equipment and loose wheel detectors are to be installed on various seniority districts.

On the Newark Division: J. N. Baird, signal maintainer at Pataskala, Ohio, passed away due to a heart attack while on duty September 22. Brother Baird was a long and active member of our Brotherhood and had just been elected Local Committeeman. The funeral was held on Monday, September 26, 1966. The officers and members of Local 94 wish to extend their deepest sympathy to the surviving members of his family.

C. W. Foster was appointed to serve the unexpired term of office vacated by Brother Baird. G. F. Hammond

Chicago & North Western

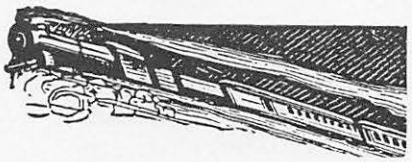
PORT WASHINGTON, WIS. (9). J. C. Gerke Local 9 held its annual picnic at Lakeside Park in Fond du Lac, Wis. on July 16 with 91 persons in attendance. We were honored to have retired Brothers Fred Grams, Orin Due, John Homuth, John Brintnall and wife and Mrs. Dankert, widow of Frank Dankert at the picnic.

The day was spend visiting, playing games and enjoying the food and drink. The youngsters enjoyed games and prizes under the leadership of Mrs. A. E. Nenn, assisted by daughter Linda and also Fred Grams. There were prizes for all members and families with Brother P. Anheuser winning the grand prize of a Sabre Saw Kit.

Many thanks to the committee consisting of L. E. Boettcher, J. A. Meyer, A. E. Nenn and their wives for a job well done.

The regular third quarter meeting of Local 9 was held in Green Bay, Wis. on July 23, 1966.

The main order of business was the decision to determine if the offices of Local Chairman and Chief Signalman and offices of Recording Secretary and Financial Secretary should be combined and also the election of officers



to serve the local for the next three years. After some discussion a vote was taken and the motion to combine the four jobs into two was defeated.

Elected to serve for the next three years were E. P. Due as Chief Signalman, L. E. Boettcher as Recording Secretary, R. C. Armstrong as Financial Secretary and A.E. Nenn as Local Chairman. All other officers were re-elected to serve another term. Terms of office will start on January 1, 1967 except Local Chairman which office is effective as of the date of election.

A special vote of thanks was given to William Hines, past local chairman for many years of faithful service. Retired Brother P. Konrath presided at the election. Many thanks, Paul.

A. E. Nenn

Obituary

JOSEPH D. OMAN, member of Local 183, Chicago, Rock Island & Pacific Railroad, passed away October 14. Brother Oman was maintainer on the Rock Island's main line between Englewood and Blue Island, Illinois at the time of his passing.

He is survived by his widow and four young daughters, to whom the officers and members of Local 183 extend deepest sympathy. E. M. Rizzuto

John L. Doppel, retired member of Local 88, New York Central Railroad, passed away suddenly October 15. He was 74.

Brother Doppel entered signal service on the New York Central in 1910 and retired as a leading maintainer July 19, 1959. A master of his craft, he was a patient teacher of new signalmen and adept at improvisation.

He served Local 88 for 29 years as local chairman and will be remembered for his helpful and cheerful confidence.

The officers and members of Local 88 extend a deep and sincere sympathy to his widow, sister, three brothers and other surviving members of his family.

T. J. Ryan

L. E. Clark, retired member of Local 87, Northern Pacific Railroad, passed away October 4 at his home in Ridgefield, Wash. He was 76.

Brother Clark was employed as a signal maintainer at Sprague, Wash. at the time of his retirement July 26, 1947 after completing 38 years of service.

He was a veteran of World War I having served in the United States Navy.

The officers and members of Local 87 wish to express their deepest sympathy to the surviving members of his family. E. L. Katterman

O. F. Brown, retired member of Local 45, Erie-Lackawanna Railroad, passed away September 14, 1966. He was 77.

Brother Brown was employed as a signal maintainer at Goshen, New York at the time of his retirement April 24, 1957 after completing 50 years of service.

The officers and members of Local 45 express their deepest sympathy to the surviving members of his family. Ed.

A. C. Fowler, member of Local 154, Great Northern Railroad, passed away suddenly of a heart attack on August 22. He was 56.

Brother Fowler has worked for the Great Northern Signal Department since 1948 and at the time of his death he was working as a signalman on John Gilbert's Crew No. 20, Central District.

Survivors include his mother, Mrs. Anna Fowler, Isle, Minn., his brother, Marshall, Minneapolis, Minn., two sisters, Mrs. Eloise Stoffel and Mrs. Ruth Bolter, Livermore, Minn., to whom the officers and members of Local 154 extend their deepest sympathy.

Adrian Buckland

Forrest D. Rew, member of Local 33, Atchison, Topeka & Santa Fe Railway, passed away recently of a heart attack at Stormont-Vail Hospital, Topeka, Kans. He was 51.

Brother Rew had been employed by the Santa Fe Railway for 23 years and was Shop Steward of Local 33 until 1961. He was born in Lamoni, Iowa and had lived in Topeka for 15 years.

The officers and members of Local 33 extend their deepest sympathy to the surviving members of his family.

M. E. Craft

E. Wilkoom, retired member of Local 61, Chicago, Milwaukee, St. Paul & Pacific Railroad, passed away October 4, 1966 at a Portage, Wisc. Hospital. He was 80.

Brother Wilkoom was a long time member of the Brotherhood and held many positions including maintainer and foreman up to the time of his retirement, 16 years ago.

He is survived by one sister, Margaret, and a brother, Arthur, to whom the officers and members of Local 61 extend deepest sympathy.

D. E. Twitchell

Roy W. Williams, retired member of Local 219, Chicago, Milwaukee, St. Paul & Pacific Railroad, passed away June 5, 1966. He was 65.

Brother Williams was born March 20, 1901 in Marion, Iowa and began signal work September 16, 1922 and

worked various positions during his 42 years of service.

He was a faithful members of our Brotherhood and held the office of General Chairman from 1953 until 1955. During October 1945 he was local chairman while a member of Local 61 and was a delegate to the 1952 Convention.

The officers and members of Local 219 extend deepest sympathy to the surviving members of his family. Ed.

A. V. Holloway, member of Local 165, Canadian National Railways, passed away August 25. He was 41.

Brother Holloway, better known as "Binnie", started on the Canadian National in 1942 and worked at various positions in the Toronto area. At the time of his passing he was Leading Signal Maintainer at Campa (Mimico), Ontario.

He is survived by his widow, Margaret, and his daughter, Candace.

The officers and members of Local 165 extend deepest sympathy to the surviving members of his family.

D. Majury

Curtis B. Vincent, retired member of Local 81, Illinois Central Railroad, passed away September 4. He was 63.

Brother Vincent retired on a disability annuity on January 1, 1966. He was a signal foreman at the time of his retirement and had been a member of Local 81 since 1936.

The officers and members of Local 81 extend deepest sympathy to the surviving members of his family.

K. D. Loudy

Fred D. Wise, retired member of Local 92, Southern Pacific, passed away recently. He was 75.

Brother Wise was employed as a signal maintainer at the time of his retirement February 1, 1956 after completing 27 years of service with the Southern Pacific.

The officers and members of Local 92 extend deepest sympathy to the surviving members of his family. Ed.

Arthur C. Digby, retired member of Local 123, Chesapeake and Ohio Railroad, passed away. He was 83.

Brother Digby was employed as a signal maintainer at South Lyon, Mich. at the time of his retirement December 31, 1953 after completing over 35 years of service.

The officers and members of Local 123 extend deepest sympathy to the surviving members of his family. Ed.

Russell W. Coxen, retired member of Local 26, Reading Company, passed away September 4. He was 68.

A veteran of World War I service with the Army, Brother Coxen was a signal maintainer at LV Junction, West Reading, Pa. at the time of his retirement in 1964 after completing 44 years of service.

He served in the capacity of Local Chairman for many years and was a faithful and devoted member of the Brotherhood.

The officers and members of Local 26 extend deepest sympathy to his widow and surviving members of his family.

L. Vanino

Elmer McCormick, retired member of Local 102, Pennsylvania Railroad, recently passed away. He was 72.

Brother McCormick was working as a signal maintainer T&T at Trenton, N. J. at the time of his retirement March 14, 1958 after completing over 41 years of service.

The officers and members of Local 102 extend deepest sympathy to the surviving members of his family. Ed.

Benjamin R. Eberly, retired member of Local 18, Pennsylvania Railroad, passed away recently. He was 68.

Brother Eberly began employment as a helper on the Harrisburg Divison in 1914 and held various jobs on the old PT Division in 1923. He retired in February 1966 as supervisor of signals at Lancaster, Pa.

The officers and members of Local 18 extend deepest sympathy to the surviving members of his family. ACT

F. A. MacKay, member of Local 55, Norfolk & Western Railway, passed away on August 31 at the Wabash Memorial Hospital. He was 64.

Brother MacKay had been with the Wabash Signal Dept. since 1939. He was one of the bulwarks of our organization for years, having served on the Grievance Committee. We have all lost a good friend and the railroad has lost an honest efficient worker.

The members and officers of Local 55 wish to extend their deepest sympathy to his widow and other surviving members of his family.

J. F. Poundstone

Marshall H. Napper, retired member of Local 21, Kansas City Terminal Ry. Co., passed away August 25.

Brother Napper was very active in signal work and became signal supervisor, a position he held at the time of his retirement in 1958 after completing almost 50 years of service with the company.

He is survived by his wife, two sons, six grandchildren and one great granddaughter to whom the members and officers of Local 21 extend their deepest sympathy.

H. E. Nixon

William L. Avey, retired member of Local 31, Baltimore & Ohio Railroad, passed away recently at the Memorial Hospital, Cumberland, Md. He was 77.

Brother Avey started his railroad career in 1929 as signal helper and advanced to the position of maintainer, which he held at the Cumberland retarder yard when he retired.

He was a member of the Assembly of God Church, Aurora Lodge 43 AF&AM, Orisis Temple and was a Scottish Rite Mason.

Brother Avey is survived by his widow and three sons to whom the officers and members of Local 31 extend their deepest sympathy.

G. A. DeLozier

Francis J. Grimes, member of Local 89, Chesapeake & Ohio Railway, passed away September 9 at the CVO Hospital, Clifton Forge, Va. He was 54.

Brother Grimes was born July 22, 1912 in Midland, Md. and had lived in Clifton Forge, Va. for 34 years. He was working as assistant maintainer and had 18 years of service.

The officers and members of Local 89 express their deepest sympathy to his wife, two daughters and two sons and other surviving members of his family.

C. R. Long

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